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Miscellaneous.

The Sandwich Islands.

HONOLULU, 26th Aug., 1850.

Encouragement to labor for Seamen—Four Religious Shipmasters—Bible distribution—U. S. Consul for Lahaina—Treaty between U. States and Hawaiian Governments—Agricultural prospects—Chinese labors, &c.

Would that it was in my power to write a few lines, at least for each number of the Magazine, which would encourage its readers to persevere in their efforts for the moral good of Seamen, or which might quicken the zeal of those who have become lukewarm in the cause, or might perhaps, enlist some new friends. The Sailor, of all men, needs friends, good and true—friends that will bear with his follies and overlook his weaknesses. The question is often asked me, "what encouragement do you find to labor for Seamen?" My replies vary of course, according to the circumstances, but if the question should now be asked, I might reply in near the following language: "I am encouraged to labor among Seamen, because I have recently met those whose home is upon the deep, who appear to have become true Christians. One day last week, I had conver-

sation with four shipmasters, all of whom profess to be followers of Christ, and some of whom I am confident witness a good profession before the world. These four belong to four different nations, one a German, one a Russian, one an Englishman, and the fourth an American. This shows "that God is no respecter of persons; but in every nation he that feareth him, and worketh righteousness is accepted of him." It is surely encouraging thus to witness the course of the gospel diffusing itself among the nations of the four quarters of the globe, who have chosen the sea for their home.

When we consider the *truly Catholic* nature of those efforts which are put forth for the welfare of Seamen, it is quite reasonable to expect conversions among all the various classes and nations to which Seamen belong. I am supplied by the Bible Society with copies of the Sacred Scriptures, in at least ten different languages. It is not unreasonable to pray and hope that Seamen, speaking and reading these ten different languages, may become true converts to the truth as it is in Jesus Christ. "For," saith the Lord, "as the rain cometh down, and the snow from heaven, and returneth not thither,

but watereth the earth, and maketh it bring forth and bud, that it may give seed to the sower, and bread to the eater; so shall my word be that goeth forth out of my mouth; it shall not return unto me void, but it shall accomplish that which I please, and it shall prosper in the thing which I sent it." This is a most precious passage for the Bible distributor, and the Bible preacher.

By a late vessel from San Francisco, arrived our new Consul, Mr. Bunker, for Lahaina. Hitherto, at Lahaina, a vice consul has been stationed under the General Consulate of the Sandwich Islands, the Consul residing at Honolulu. A new consulate, that of Lahaina has been established. It should have been done long since, and would have been had the commercial importance and situation of Lahaina been known in the United States. C. Bunker, Esq., Consul for Lahaina comes to the Islands, specially empowered by the President of the United States, to exchange the ratification of the treaty, formed between the Hawaiian and United States Governments. The treaty has not yet been published, but it will appear in this week's paper. I am informed that the exchange took place on Saturday, the 24th instant. On the Wednesday previous, Mr. Bunker had an audience with his Majesty. On such occasions it is customary to make complimentary speeches, which do not mean very much, but in reading over the "Court News" in the last No. of the *Polynesian*, I was struck by the following extract from Mr. Bunker's address to His Majesty. After referring to the intercourse between the citizens of the U. States, and the subjects of His Majesty, Mr. Bunker remarks: "*No recognized nor unrecognized aggression has ever broken the friendly chain which binds us together; nor shall an unhealthy breath ever dim its lustre.*"

It is an interesting and remarkable fact, that in the long intercourse of half a century, before and since the arrival of the Mission-

aries, the two governments have ever cherished the most friendly feelings towards each other. Individual officers of the Naval and consular "corps," have occasionally fought *paper battles* with the officers of his Hawaiian Majesty, yet, the two governments have not been at variance; Uncle Sam's ships of war have not threatened to demolish the *mud* fort, and *thatched* dwellings of the semi-civilized people, while the history of the past shows that those officers of England and France, who have arranged a hostile front to this defenseless nation, have effectually covered themselves with inglorious fame. I am often struck with the *peaceable* policy which the rulers of this nation have always pursued in their troubles with foreign powers. Tahiti's fair shores have been stained with blood, at New Zealand war has raged between the Aborigines and the English colonists, at the Samoan or Navigator's Islands the sword of civil war is now unsheathed, while during the last thirty years, or since the American Missionaries landed on the shores of Hawaii, the guns of this nation have been merely required for friendly salutes! It is my honest conviction that the councils of this nation are as much under the influence of the principles of the Bible as those of any nation on the face of the globe.

In a former letter I alluded to the agricultural prospects of the Islands, and the efforts now making to increase the agricultural products and exports. The want of labor is now severely felt, and our planters dread it still more. The following extracts from the editorial department of the last *Polynesian*, show that it is not without reason that planters dread the scarcity of laborers:—

"In order to set this point in an intelligible light before our readers, we will briefly state, that as the result of the census taken during the month of January, of the present year, the total population of the

group was	-	-	-	84,165
Of which, were females,	-	-	-	38,336
Of males under 18 years of age,	-	-	-	12,983
Of males over 53 years of age,	-	-	-	10,207
				61,526
Leaving of males between the ages of				
18 and 53,	-	-	-	22,639

These may be regarded as the laborers of the nation, at that time. But from the returns for the 2d quarter already received, a still further diminution ought, in fairness, to be calculated upon, for the reason that the deaths, in some districts have been *ten fold* more than the births, and in others *four fold*. So that 20,000 able-bodied men, between the ages of 18 and 53, are as many as can safely be calculated upon.

Of these 20,000, at least 15,000 are required to support themselves, and the 60,000 women and children, and old men, which gives five persons for each of these 15,000 to support.

If this calculation approximates the truth—and we think it does—but 5,000 persons remain for other employments; and of these at least 2,000 are drones in the hive,—lazy, vicious and indisposed to labor, or are engaged in some trifling occupation, which barely furnishes a support for themselves, and 500 are convicts, scattered throughout the various Islands, supported at the expense of the Government, and performing as little labor as they possibly can. So that we find but 2,500 persons in all the Islands, that are available as laborers upon plantations! This calculation may admit of some modification, but from the difficulty planters experience in procuring laborers, we are of opinion that it will be rather diminished than exceeded.

If we suppose that each of these 2,500 men can till four acres of land, we then can calculate upon laborers enough to till 10,000 acres of our soil, for the production of an export. But this number is still further reduced by the large numbers employed in foreign commerce, as domestics in families, and in day labor in connection with commerce and the necessities of towns, all of

which produce nothing from the soil, but are consumers, merely.

The last reduction narrows down the number to something like a thousand, which we believe to be about the number now employed on plantations, and which we do not think can be very greatly increased. Consequently, the Hawaiian Islands furnish but sufficient laborers to cultivate 4,000 acres, besides the supply of their own population with food!

To meet this demand, a vessel has been chartered to convey hither some 300 Chinese laborers. Should they answer the purpose, thousands of others will doubtless follow. It is estimated that they can be hired at \$5 per month, for a period of ten years, besides \$50 paid for their passage money.

More, anon,

Yours truly,

S. C. D.

Important to Ship Owners.

The law to provide for the conveyances of vessels and other purposes, which was approved by the President, July, 29th, 1850, goes into effect to-day. By this act, "no bill of sale, mortgage, hypothecation or conveyance of any vessel or part of any vessel of the United States, shall be valid against any person other than the grantor or mortgagor, his heirs and devisees, and persons having actual notice thereof, unless such bill of sale, mortgage, hypothecation, or conveyance, be recorded in the office of the Collector of Customs where such vessel is registered or enrolled."—*Boston Atlas*.

Diffuse the Light.

A shipmaster having had a pious sailor one voyage, applied for a whole crew of such men for the next. The person to whom he applied remarked: "I did not give myself much trouble to try; for I do not believe in putting *all the light* in one place. I would rather scatter it here and there in different ships, that every one or two may have a chance to work and win some more!"

The Arctic Voyages.

(CONCLUDED.)

Sir Edward Parry and several other of the officers having differed (at least on their return to England) in opinion with Sir John Ross, as to the real character of Lancaster Sound, a second expedition was sent out in 1819, under the first-mentioned distinguished navigator. This expedition was composed of the *Hecla* and *Griper*, and these two vessels were, like their predecessors, obliged to sail up the eastern side of Baffin's Bay, along the border of the great icy field, till they could turn westward to Lancaster Sound, which they reached on the 30th of July. The expedition entered the sound with an adverse wind, but open waters and a heavy sea filled the minds of all with hope and suspense. On the 3d of August a change of wind enabled them to push forward, and raised these feelings to the highest. The mast-heads were crowded with officers and men, and the successive reports brought down from the crow's nest were eagerly listened to on deck. The wind, freshening more and more, carried them rapidly forward, till at midnight they found themselves in longitude 83 deg. 12 min., nearly 150 miles from the mouth of the sound, and having sailed over Capt. Sir J. Ross's chain of high mountains.

The lengthened swell which still rolled in from the north and west combined, with the oceanic color of the waters, to inspire the flattering persuasion that they had passed the regions of straits and inlets, and that they had entered into the wide expanse of the Northern Sea. A compact and impenetrable body of floe ice, however, soon drove them to the southward, where they discovered that great sea called Prince Regent's Inlet, which subsequent discovery has shown to connect Baffin's Bay with Hudson's Bay by the *Hecla* and *Fury* Straits, as also to have its own opening to the Northern Sea. Returning

hence, a happy change of weather enabled the ships to proceed westward by the channel, to which Sir Edward Parry gave the well-merited name of Barrow's Straits, discovering and naming on their way Wellington Inlet, Cornwallis Island, Bathurst Island, and other fragments of the great icy archipelago, which, with Melville and Sabine Islands and Banks' Land, the distinguished discoverer grouped together under the name of North Georgian Islands. On the 4th of September, Sir Edward Parry was enabled to announce to his joyful crew, that, having reached the longitude of 110 deg. west, they were become entitled to the reward of £5000, promised by Parliament to the first ship's company who should attain that meridian. Unfortunately, in regions where summer is of such brief duration, on the 20th of September, being arrested by an impenetrable barrier of ice, young ice began to form with such rapidity as to oblige them to retrace their steps to Melville Island, where they had to cut their way through the ice into a winter station.

Not only may this expedition be considered as by far the most effective ever undertaken, as far as yet known, in search of a northwest passage; but the circumstances and the position of the ships' crews wintering in such a parallel has few cases that will compare with it. In these high latitudes and remote icy lands, the dreariness and desolation of winter exceeded anything ever before beheld even in the Arctic world. All animal life, with the exception of a pack of wolves and one white fox that was captured, appear to have taken themselves off to the neighboring continent early in the winter. The manner in which the crews sought amusement and exercise during this long frosty night of six months' duration, the running to the tune of a barrel organ, the gazette edited by Captain, now Lieutenant-Colonel Sabine, and the theatrical performances carried on

when man's breath was frozen at a few yards' distance from a fire, are too well known to require being referred to here. It was not till the 2d of August, that is to say, till summer was nearly gone by (and this is a most important fact to notice, for it would intimate that the North Georgian Seas are only open to navigation for about six weeks of the year,) that the ice broke up, and the ships were enabled to resume their way to the westward. On arriving, however, a little beyond the same point where their progress had been arrested the previous year, they found the surface of the ocean presenting a more compact and impenetrable aspect than had ever before been witnessed. They had now, on the one hand, the western extremity of Melville Island, on the other, the bold coast of what was called Banks' Land, and as even a brisk gale from the east did not produce the slightest movement on the glassy face of the deep, they were led to believe, that, on the other side, there must be a large body of land, by which it was held in a fixed state. The further progress of this most remarkable expedition ceased therefore at this point, leaving one fact tolerably evident, that, after passing Barrow's Straits, it must be by a more southerly parallel than Banks' Land that a north-west passage remained to be sought for.

Notwithstanding this important fact, the next expedition, that of the *Fury* and *Hecla* under Sir Edward Parry and Captain Lyon, was unfortunately sent to Hudson's Bay. At the onset of this expedition Chesterfield Inlet and Repulse Bay were explored in vain for a passage westward. Several other inlets, among which Gore Inlet, Lyon's Inlet and Hoppner's Inlet, were discovered and explored with similar results, till, winter coming on, the expedition was obliged to take up quarters for the season on what has ever since been called Winter Island. On the 2d of July the ships were enabled to resume their voyage, and proceeding up the coast of Mel-

ville Peninsula, they discovered the straits called the Fury and Hecla, but they were so blocked up with ice, that, notwithstanding the most persevering endeavors, they were unable to effect their way, and had to return to pass a second winter in the Polar regions at the Island of Igloodik. The summer that followed was unusually late, and still more adverse to exploration, and scurvy having broken out, the commander of the expedition was, much against his will, obliged to wend his way back to his native shores.

The failure of this expedition brought back attention to Barrow's Straits, but unluckily Prince Regent's Inlet was considered to hold out hopes which even the discovery of Dease and Simpson's Strait scarcely warrant. The *Hecla* under Sir Edward Parry, and the *Fury* under Captain Hoppner, were sent out in this direction in 1824, and they passed their first winter at Port Bowen in Lancaster Sound. The next summer an entrance into Prince Regent's Inlet was effected, but in latitude 72 deg. 42 min., longitude 91 deg. 50 min., the *Fury* received such severe damage from the ice, as to be obliged to be abandoned, and the expedition was glad to make the best of its way home in the remaining vessel.

It having appeared to Sir John Ross that steam-power might be used with great chances of success in this peculiar field of discovery, he was fortunate enough to find a generous individual, Sir Felix Booth, to undertake the expense of the adventure. The *Victory* steam-vessel was purchased for the purpose, but unfortunately fitted with a bad engine. The vessel sailed from the Thames the 23d of May 1829; after some disasters, reached Cape Farewell on the 3d of July, and a little more than a month after sailed into Lancaster Sound. The strait was luckily clear of ice, and arriving at Prince Regent's Inlet, Sir John Ross, carried away by the same untoward notions as prevailed with the previous expedition, sailed down that channel, keeping to the

mainland. On the 12th, the party descried the place of the *Fury's* wreck, but to their mortification a strong current carried them from the spot. Beyond this they found an extensive bay, which was named Adelaide, but the commander, considering that he was already beyond the point where a passage westward could be expected, retraced his course to the *Fury's* station, where an abundance of provisions were obtained from the wreck. Thus provided, they again set out on their career of discovery; but in a south-south-west direction, exploring many bays and inlets, landing on the mainland, and naming it Boothia, and finally wintering in Felix Harbor. The ensuing spring, Commander (now Sir James) Ross was dispatched on various land excursions; in one of which he not only crossed the peninsula and reached the northern Sea, but he explored its shores to Cape Felix, within a few days' journey to the point reached by Sir John Franklin in his journey eastward along the same shores.

The steamer did not get free from the ice until the 17th of December, but a northerly wind setting in, and bringing all the ice down this peculiarly dangerous bay, the steamer was unable to fight its way against the drift; and by the 23d of the same month, they were to their infinite mortification frozen in for another winter. The next spring Sir James Ross carried on further explorations by land, during one of which he determined the position of the North Magnetic Pole in latitude 70 deg. 5 min. 17 sec. N., and longitude 96 deg. 46 min. 45 sec. on the western coast of Boothia, and not far from the cape called by him "Cape Nicolai I."

The discoverers having abandoned all hopes of returning home in the *Victory*, an expedition was made the same spring to the station of the *Fury*, where they fitted out the boats and sailed in them to Barrow's Straits, which they found closed up by an impenetrable mass of ice, so that they were obliged to

retrace their steps and search once more for winter-quarters in this desolate gulf. The next summer happily a lane of water showed itself as early as the 14th of August, when they at once embarked their provisions and stores, and sailed with a favorable wind. Barrow's Straits were found tolerably clear, and the sea beyond North Somerset quite navigable, though encumbered with ice. What an opportunity was thus lost of effecting a north-west passage! Turning, however, the other way, and passing from Barrow's Straits into Lancaster Sound, the discoverers happily overtook the *Isabella* of Hull, once commanded by Sir John Ross, and the scene on the arrival of a party so long lost, and supposed to have been dead two or three years back, was one of the most effecting scenes on record.*

In the year 1839, Messrs. Dease and Simpson descended the Coppermine River, and doubling Cape Alexander, passed Point Turnagain—Franklin's farthest, as also Simpson's farthest in 1838—and then entered a deep bay crowded with islands. When the coast began to trend northward they expected to be carried round to Sir James Ross's Cape Felix, but they met on the way with a strait running into the southward of at least ten miles wide at either extremity, but contracting to three miles in the centre. This strait separates Cape Felix from the mainland, and opens upon Captain Sir George Back's Point Ogle, at the mouth of the Great Fish River, previously discovered by that distinguished traveler. Messrs. Dease and Simpson had settled, the previous year, the separation of Boothia from the American continent on the western side of the same river; so they pro-

* The circumstance of Sir James Ross having thus crossed Boothia on two different occasions, and communications having been held with the Esquimaux, without the straits of Dease and Simpson having been seen or heard of, the probably islanded character of Cape Felix discovered, or the separation of Boothia from the mainland determined, attest in a remarkable manner the immense difficulties under which Arctic explorers labor.

ceeded by Cape Hay, the extreme eastern point seen by Sir George Back, to a further bold promontory, which they named Cape Britannia. Their view hence of the low main shore was confined to five miles, in an eastern direction, after which it appeared to turn off greatly to the right. They therefore entertained no doubt of their having arrived at that large gulf called by Sir John Ross, Gulf of Boothia, and which is uniformly described by the Esquimaux as stretching downward, till it approaches within forty miles of Repulse and Wager Bays—the latter the scene of the *Terror's* ill-starred voyage.

The existence of this strait is considered by the discoverers as determining the existence of a north-west passage; for as the Gulf of Boothia may be reached either by the straits of the Fury and Hecla, or by Prince Regent's Inlet, so the strait of Dease and Simpson leads at once into the Northern Sea, bounded in these latitudes to the north by Victoria and Wollaston Lands. But it is extremely doubtful if a passage so narrow, and so much blocked up with ice, as that between Boothia and the mainland, can ever be made available to purposes of navigation.

In the year 1843 or 1844, Sir John Barrow submitted a plan to the First Lord of the Admiralty for carrying on research in the same seas, with a request that it might be laid before the president and council of the Royal Society, by whom a resolution was passed in favor of the measure. It was then further referred to those best acquainted with the subject—Sir John Franklin, Sir Edward Parry, Sir James Ross and Lieutenant-Colonel Sabine. All of whom approved of the plan.

With these separate opinions, the project was sent to the head of her Majesty's government, and being approved by him, measures were forthwith taken to carry it into execution. Two ships, the *Erebus* and *Terror*—the same which had been so successfully employed for

three years in the southern Arctic regions under Sir James Ross—were immediately placed under the command of Sir John Franklin, and the expedition sailed in the spring of 1845. To obviate delay from calms or contrary winds, or where narrow channels between floes or masses of ice might have to be passed, each ship was supplied with a small steam-engine to work a screw, so as to insure a progress of from four to five knots an hour; and this screw was so contrived that it could be let down or drawn up as occasion might require. Each ship was commanded by a captain thoroughly experienced in seas encumbered with ice: Captain Sir John Franklin in the *Erebus*, and Captain Crozier in the *Terror*, with able and intelligent officers under them; among whom, Lieutenant, now Captain Fitzjames, who served in the Euphrates Expedition, and afterward in the war in China.

Considering the route by Lancaster Sound and Barrow's Straits as the proper, and, as far as our knowledge extends, the only open maritime route to be pursued in endeavoring to effect a passage to Behring's Straits, the expedition was directed to make this the first point to be attained. The opening which we have previously noticed, as issuing from the northern side of Barrow's Straits, called Wellington Inlet, and which in appearance is said to be little inferior to Lancaster Sound, was, we think, very properly objected to; as the only chance of its becoming available would be that it leads into an open sea, and which, as it opens to the northward, is not very likely. The expedition was, therefore, directed more judiciously to the southern part of the strait; and, if we are to follow the statement made by Sir Roderick Impey Murchison to the Royal Geographical Society, nor to turn off after passing the north-western extremity of North Somerset, but to continue onward to beyond Cape Walker, between which and Melville Island the ships were

to take a middle course by the first opening that might present itself after passing the latter cape; and thence to steer to the southward, half way between Banks' Land and the northern coast of America, proceeding more or less directly, or as far as the ice would admit, for the centre of Behring's Straits.

The distance to this latter point from the centre point between Cape Walker and Melville Island is about 900 miles. The results of Sir Edward Parry's great journey, previously described, as well as the results of the examination of the northern coast of America by Sir John Franklin, Sir George Back, Sir John Richardson, Messrs. Simpson, Dease, and others previously alluded to, and the favorable appearance of the Polar Sea for navigation close along the shore as far as the power of vision extended, together with the absence of islands, except small rocky patches, close in shore, from the 105th meridian W. to Behring's Straits; the whole of these ascertained state of things—added more particularly to the additional means placed at the disposal of the experienced commander by means of screw propulsion—afforded to geographers and to men of science alike what appeared to be well-grounded hopes of a successful issue to this last great Arctic expedition.

Unfortunately these hopes have been doomed to a prolonged disappointment. The last information received from the expedition stated them to be at White Fish Island on the east coast of Greenland, in 69 deg. 9 min. north, and 53 deg. 10 min. west, all well. Since that period three winters have elapsed, and a fourth is now going by, and notwithstanding that the ships were fully stored and provisioned for three years, and the confidence that was felt and is still felt in the united efforts of skill, science, and daring, guided by experience, great anxiety and alarm began to be felt in many quarters for the safety of our brave countrymen. This was so far also sympathized with, both by Govern-

ment and by others who had distinguished themselves in Arctic travels, that expeditions of succor were resolved upon, and her majesty's ships, *Enterprise* and *Investigator*, were sent out in the spring of 1848 upon the track of the missing vessels. Sir John Richardson volunteered his services at the same time to carry succor to the shores of the Polar Seas by land, and another vessel, the *Plover*, employed in surveying duties in the Pacific, was ordered to proceed by Behring's Straits, possibly to meet the expedition in that direction. No other possible means of aid and succor were neglected. The interest of the ships frequenting the Polar Seas in the prosecution of the whale-fishery was gained over by large promises of rewards, more especially on the part of Lady Franklin, a wife worthy of a gallant husband. It was attempted, and for a time with promises of success, to move even the Russian and American governments in the cause of the missing adventurers.

Nothing proves more the uncertainty of the climate and seasons in the Polar regions, than that in 1848 the whaling ships having run to the southward of Baffin's Bay, and having carefully examined the pack edge for any opening that might lead them to the westward, they came to the conclusion that there was not the smallest chance, from the close, compact, and heavy nature of the ice, for any ship crossing to the west coast of Baffin's Bay that season.

This was at the very moment that Sir James Ross was slowly making his way northward by Davis's Straits. On the 20th of August, the expedition visited Pond's Bay, with the view chiefly of communicating with the Esquimaux, but without success. From Pond's Bay they commenced a rigid examination of the coast to the northward, keeping the ships close in along land, so that neither people nor boats could have passed without their seeing them. On the 26th, the expedition arrived off Possession Bay, and a party was

sent on shore to search for any traces of Sir John Franklin's expedition having touched at this general point of rendezvous.

Nothing was found but the paper left there recording the visit of Sir Edward Parry in 1819. From this point the examination of the coast was continued with equal care for they were in full expectation of seeing those of whom they were in search. At Cape York, a party was sent on shore with the same object, and no better success. The numerous inlets on the northern shore of Barrow's Straits were also examined, but the entrance of Wellington Channel was obstructed by an impenetrable barrier of ice. A heavy body of ice was also found stretching from the west of Cornwallis Island in a compact mass to Leopold Island. After some days of anxious and arduous work, they succeeded in getting through the pack, and entered the harbor of Port Leopold on the 11th of September. It is remarkable that Sir James Ross says, that had they not got into port on that day it would have been impossible to have done so any day afterward, the main pack, during the night, having closed the land, and completely sealed the mouth of the harbor. Imagine a port which is accessible for only one day in the year, and that amid great difficulties!

The steam launch now proved of infinite value, conveying a large cargo herself and towing two deeply-laden cutters through the sheet of ice, which now covered the harbor, and through which no boat unaided by steam could have penetrated beyond her own length. It was with great difficulty that the ships were prevented, as winter set in, being carried ashore by the pressure of the pack without, on the harbor ice. Although Sir James Ross was disappointed at the small progress made the first season, it is impossible not to feel with him that Port Leopold, at the junction of the four great channels of Barrow's Straits, Lancaster Sound, Prince Regent Inlet, and Wellington

Channel, was a position of all others the most desirable, as it was scarcely possible for any party, after abandoning their ships, to pass along the shores of any of those inlets without finding indications of the proximity of succor. If, which is very unlikely, the north-west passage should ever be opened to steam, Port Leopold would evidently be a chief coal station, unless the Dease and Simpson canal should be open to navigation.

During the winter many white foxes were captured, and copper collars, upon which a notice of the position of the ships and depots of provisions was engraved, being clinched round their necks, they were set at liberty again, with the hope that some of these far-roving messengers might be the means of conveying the glad intelligence to the *Erebus* and *Terror*.

On the 15th of May, Sir James Ross, accompanied by Lieutenant M'Clintock and twelve men, left the ships to explore the north shore of North Somerset, which they did to Cape Bunny, where the shore turns southward. They proceeded accordingly in the same direction, exploring all the indentations of the coast, progress being much delayed by many of the party becoming useless from lameness and debility, till they attained a parallel of 72 deg. 38 min. north latitude, and 95 deg. 40 min. west longitude; and had not so many of the party broken down Sir James would have reached Cape Nicolai 1; the northernmost point which he had reached, as we have before seen, during his journey from the *Victory* in 1832, and he would thus have revisited the magnetic pole.

Under any circumstances this journey, it must be observed, establishes the existence of a second north-west passage north of Dease and Simpson's Strait, and between Cape Bunny and Walker; and it is probable that there are others to the westward, between Cape Walker and Banks' Land.

During Sir James Ross's absence minor excursions were made by

Lieutenant Barnard and a party to the north shore of Barrow's Straits, by Lieutenant Brown to the east shore of Prince Regent's Inlet, and by Lieutenant Robison along the western shore of the same inlet. All these various parties suffered much from snow-blindness, sprained ankles and debility, and all returned with the same want of success; and it was evident, from the absence of all traces of Sir John Franklin's expedition, that the ships had not been detained anywhere in this part of the Arctic regions. Sir James Ross, indeed, says he felt persuaded that Sir John Franklin had penetrated so far as Melville Island as to induce him to prefer making for the continent of America, rather than seeking assistance from the whale ships in Baffin's Bay.

On the 28th of August, after severe labor in cutting the ice, the *Enterprise* and *Investigator* were liberated from their winter quarters and stood out to sea. It was now that occurred one of the most extraordinary events that have hitherto been recorded in the annals of Polar navigation—a navigation so celebrated for its strange perils and dangers. The expedition having made the north shore of Barrow's Straits for the purpose of following up the examination of Wellington Channel, and, if possible, extending their researches as far as Melville Island, the ships were, by the sudden setting in of a strong wind, surrounded by the ice and fairly frozen in. They remained for some time in this helpless condition, till one day the ice began to move, carrying the ships to the eastward till it had deposited them in Baffin's Bay, when the ice opened, and set them at liberty in the open sea.

Carried, in this extraordinary manner, out of the north-west passage (for Lancaster Sound and Barrow's Straits appear to be best entitled to such a distinctive appellation); without the possibility of making even an effort against the all-powerful arm of nature, which

appeared in this case as if held out to forbid the accomplishment of a long-ambitioned project, the expedition of succor, with all the harbors as well as the straits closed against it by the advance of winter, had nothing left but to make the best of its way home.

In the meantime Sir John Richardson, who had sailed from Liverpool to New York on the 25th of March 1848, had proceeded by the great lakes, the Saskatchewan, the lesser lakes, and Churchill River, to the Slave River and Mackenzie, by the latter of which he had reached the Polar Seas, establishing on the way a fishery and winter station near Fort Franklin, on the Great Bear Lake. Sir John and his party reached the sea on the 4th of August, and they had an interview at once with 300 Esquimaux, who were collected to meet them, having been apprised of their coming by signal fires, lighted by their hunting-parties on the hills skirting the river. The distance from Point Encounter where they met this party to the mouth of the Coppermine River, to which they next directed their course, rowing along shore, is upward of 800 miles, and the communications held with the natives assembled on the headlands to hunt whales, or scattered in parties of two or three along the coast in pursuit of reindeer and water-fowl, were frequent. They invariably said that no ships had passed. An Esquimaux family was actually encamped on the extremity of Cape Bathurst, so that if a look-out had been kept at a great expense at the most favorable point on the northern coast of America, it could not have answered better.

Beyond this cape the expedition met with floes of drift-ice, which became more numerous as they approached Dolphin and Union Straits; the weather also became cold, frosts set in, the Esquimaux disappeared, the boats were cut up by the ice, and Sir John Richardson was ultimately compelled to abandon them in a bay between

Capes Hearne and Kendall, and to prosecute the journey to the winter-station on Great Bear Lake by land, and from thence he returned to this country.

The results of these combined expeditions of succor would appear to indicate on the one hand, that Sir John Franklin's expedition got beyond Cape Walker, the point indicated in his instructions as that to which he was to sail to the southward or south-westward. They would also indicate that as late as in the summer of 1848, the expedition had not reached the open Polar Seas within sight of the northern coast of America.

Several categories present themselves as resulting from these negative facts. The *Erebus* and *Terror* may have remained frozen in from the very onset in the channels or straits between Walker's Land and Banks' Land; they may, after being repulsed from those straits, have made their way further westward, and have got shut up between Melville Island and Banks' Land, or among the North Georgian Islands. They may have got beyond either of those points, and remained shut up in some of the passages between Walker's Land and Victoria and Wollaston's Lands, or they may have remained amid unknown lands westward of Banks' Land and Melville Island. A last and more melancholy category presents itself that both ships may have been nipped by the ice, and have been lost with their gallant crews. But almost all precedents, and all the facts of the case, preclude this more disheartening view of the matter. If a fatal accident had happened to one ship, it is very unlikely that it should have also occurred to the other. Again, if both ships had been lost in seas so crowded with land and ice, it is very unlikely that some of the crews did not escape; and had they done so they would have made their way to the eastward so as to have been seen by Sir James Ross's party, or to the southward, so as to have been

heard of by Sir John Richardson's. It is now well ascertained that the Esquimaux keep up intelligence of any interesting event along the whole coast of North America; and a fragment of a wreck, or a trace of a party in distress, would assuredly have been heard of.

With respect to the necessities of the missing expedition, it is true that the ships were only provisioned for three years, but deer migrate over the ice in the spring from the main shore to Victoria and Wollaston Lands in large herds. The same lands are also the breeding places of vast flocks of snow geese; so that, with ordinary skill in hunting, a large supply of food might be procured on their shores, in the months of June, July and August. Seals are also numerous in those seas, and are easily shot, their curiosity rendering them an easy prey to a boat party. In these ways, and by fishing, the stock of provisions might be greatly augmented. We have the recent example of Mr. Rae, who passed a severe winter on the very barren shores of Repulse Bay, with no other fuel than the withered tufts of an herbaceous *Andromeda*; and maintained a numerous party on the spoils of the chase alone for a whole year.

Sir John Richardson considering the instructions given to Sir John Franklin to steer southward from Cape Walker, and the interest which he says he (Sir John Richardson) has always felt in the opening between Wollaston and Victoria Lands, the flood tide setting through that opening into Coronation Gulf, diverging to the westward by the Dolphin and Union Strait, and to the eastward round Cape Alexander, is inclined to think that the missing expedition would have made for this opening, and is now shut up in some of the passages between Cape Walker and the said opening.

It is most gratifying to know that supposing this to be the case, Sir John Richardson left behind that most intrepid and enduring

Arctic traveler, Mr. Rae, with a party, with instructions to descend the Coppermine River about the middle of July; to cross as soon as possible from Cape Krusenstern to Wollaston Land, and endeavor to penetrate to the northward, erecting signal columns, and making deposits on conspicuous head-lands, and especially on the north shore of Banks' Land, should he be fortunate enough to attain that coast. Mr. Rae, was, moreover, directed to report his proceedings to the Lords of the Admiralty directly on his return; and should his dispatches experience no delay on the route, they may be expected in England in April or May next. It is to be observed that Mr. Rae also received instructions, in case of failure in these well intentioned excursions of relief, to engage one or more families of Indian hunters to pass the summer of 1850 on the banks of the Coppermine River, to be ready to assist any party that may direct their course that way.

It has been further remarked, that admitting, as all competent persons do, that Sir John Franklin would, in case of his provisions becoming so far reduced as to be inadequate to a winter's consumption, leave his ship's with officers and crews in one body, or several, and with boats cut down so as to be light enough to drag over the ice, or built expressly for that purpose, he would make his way to the continent, or to the eastward to Lancaster Sound, and that Esquimaux and Indians might in the latter case be offered rewards to relieve them. But considering Sir John Franklin's intimate acquaintance with the coast, and resources of the North American continent, it is most likely that once South of Cape Walker, he would, if obliged to abandon his ship, make his way to that coast.

The last category that remains to be considered, that of the missing expedition being to the westward of Banks' Land, or Melville Island, such a category might be met any day by the liberation of the vessels

and their arrival in the Pacific. In the meantime it is highly satisfactory to know that a further expedition of relief has been resolved upon, and that the *Enterprise* and *Investigator* are to proceed at once on their way to Behring's Straits, from which point it will in all probability be most readily put in the way of affording whatever succor or relief may by that time be most seriously in request.

It is, as we have before observed, also Sir James Ross's opinion, that Sir John Franklin and his party had pushed on so far beyond Melville Island that they had preferred making for the continent of America to returning in an easterly direction, and seeking assistance from the Baffin's Bay whalers; nor must we, in justice, pass over the efforts of several commanders of ships employed in the latter fishery to carry succor to the missing expedition. Several of them visited Lancaster Sound with this object in view. Among others, Captain Penny, of the *Advice*, who penetrated in 1848 as far as Navy Board Inlet.—*New Mo. Mag.*

Mr. A. A. Wilder, of Detroit, Michigan, is the inventor of an instrument for indicating the leeway which a ship makes at sea. It is a simple instrument, having a vane attached to its lower end, connected by a spring and rod passing up through a tube to a pointer and index above, so as to indicate by the pointer the leeway of the ship. The vane is set on a line parallel with the keel. This instrument has been tested on Lake Erie, and has been highly spoken of by the Detroit papers.

No man knows what he can do till he is fully resolved to do what he can. When men have thought themselves obligated to set about any business in good earnest, they have done that which their indolence made them suppose impossible. There are several abilities unknown to the possessor, which lie hid in the mind, for want of an occasion to bring them forth.

Swedish Sailor Missionary's Report.

Gothenburg, Sep. 14th, 1850.

To the Honored Seaman's Friend Society.

"And the dragon stood before the woman which was ready to be delivered, for to devour her child as soon as it was born." Rev. 12: 3.

Next month it is eleven years since I left New York for the purpose of seeing my native country, and to tell my relations and others what the Lord had done for my soul. The Lord, in his allwise and holy providence, so ordered for unworthy me, that the "American Seamen's Friend Society," took upon them to support me; a thing that I never had expected. And now having labored nearly eleven years according to my best knowledge, in bringing sinners to God, and thereby to profit my native country, without being chargeable to any one in Sweden, I am counted altogether unworthy, of, yea, dangerous so far that by the Law and the King of the land, I am sentenced to leave the country for life, for no crime in the world, but having obeyed Christ.

Last time I wrote to the society, I had a faint hope that the sentence passed upon me by the "Gothic Hot Ratten," would be altered by the King, to whom I then had appealed. This hope was greatly strengthened, not only through the mild and generous manner by which the King was pleased to allow me admittance into his presence, when he even gave utterance to words that greatly strengthened me in the hope of having the sentence repealed, but especially when so many petitions from Christians of different denominations, recommended by "Lord Palmerston," were brought in from England, to the King, in behalf of religious liberty, with special regard to my case. But, notwithstanding all this, I am informed through letters from friends at Stockholm, as well as through the public Newspapers, that the sentence of banishment

has been confirmed against me by the highest court of Justice in Sweden, from whence there is no appeal.

The sentence has not been legally communicated to me, although it cannot be long before it will appear. Well may some endeavor to misrepresent my character and conduct—they shall needs to do it, but it will not make the Ethiopian a whit the white; that is, the conduct of the country, or rather those who have the power, shall not be able in this enlightened age, to wash off this black spot from their history. For my part I care but little for what superstition, bigotry, ignorance, enmity to Christ, wounded national pride, and more of the sort, will say or write about me. "My witness is in the heavens and God is he that knows me." "For our rejoicing is this, the testimony of our conscience, that in simplicity, and godly sincerity, not with fleshy wisdom, but by the grace of God, we have had our conversation in the world," and more abundantly towards our countrymen. The Lord giving me his grace, I feel content to meet my adversaries at a higher than earthly court. Until then I feel happy to be able to say, by the grace abundant towards me, I can, and have, and will ever forgive, yea, ever pray for Sweden, and for those who have occasioned me this trouble.

May the Lord have mercy upon them, they know not what they are doing. Oh, may ever prosperity be poured out, and blessings from heaven, upon that beloved country, which of all is the loveliest upon earth.

From the above you will perceive, that this is the last communication that this unworthy creature gives to the Society as their humble servant in Sweden. I shall now be obliged to leave, perhaps before the close of the next month. I shall however write as soon as the sentence has been communicated to me. I do not know if I shall be able to come over to America this fall; it will be late in the season, and

therefore I shall stay until I am by force compelled to go, and then I expect to go over to Copenhagen, until the spring. I then intend to take my dear wife and go over to America, now my only native country upon earth.

These past three months, I have been mostly engaged in ordering matters among, and in the four little churches or congregations, which have been formed here, of which, one is here in Gothenburg, consisting of fourteen members, of whom five brothers are seamen, with their wives. Two congregations are in the province of "Halland," one in the parish of "Odensala," with twelve members, in which are three seamen and their wives; and one in the parish of "Wara," (in which I was born) with eleven members; and lastly one in the district of "Elfsburg," in the parish of "Berghem," with fifteen members. In these four little churches, has one of the brethren in each, been chosen and ordained deacon, to lead their assemblies for edification. One of the brethren has besides been chosen and ordained as preacher of the gospel, to visit the churches, and teach, encourage and admonish them in the fear and ways of God. I have consequently made several tours about amongst them, and often with apparent great danger for my life, from the ignorant and enraged enemies of the Lord. Still the Lord has watched to preserve me, his name be therefore praised.

The cause of the seamen has not been neglected; for besides that I, as often as possible, have been out amongst them, has my brother Christian continually been every day, going from vessel to vessel, and in the boarding houses, with bibles and tracts which he has distributed amongst them and conversed with those who would listen, about the things which make for their eternal peace. Another faithful brother who has been engaged by the British foreign Bible Society, as colporteur for the town, has very diligently visited the vessels, lying

in the town, and at the large New Bridge wharf. Two of our brethren who are sailing on the coast, with a large boat, have been diligent in spreading the word of God, in the places they have visited, and the Lord has honored their efforts with some considerable awakening to earnest enquiries among the people, after the way to Zion. If the society should judge proper to have somebody in my place, I would recommend one of these brethren by the name of M. P. Anderson. I think he would be both suitable and willing to engage as a sailor missionary. It is, however, one difficulty in his way, that he is a Baptist, and like myself he will soon be exposed to persecution from the enraged Priests, if he continues to labor for the Lord. On Sundays we have generally kept going about in the mornings and afternoons to distribute tracts from house to house, among the thousands of the poor laboring people, and on board the vessels. Only one safe conversion can be reported for this three months, and that is a young female who has joined our little persecuted band. We have kept up our meetings on Sundays twice, and on Wednesday evenings regularly, although we at times have been annoyed by mobs, and have sustained some damage through castings of stones, breaking windows, &c. But praise the Lord! who thus far hath sustained and providentially shielded us.

Within these three months past, have 778 copies of the scriptures been circulated by me and my brother Christian among the Seamen and others; and a very great lot of evangelical tracts distributed. My wife in company with another sister in Christ, have kept up a little Sunday school of about twenty poor children.

Within this past year, or since the 1st of January, 1850, have, through my humble agency, 1549 copies of the Scriptures been circulated, and on the whole during these eight years that I have been employed by the Seamen's Friend So-

ciety, have more than 10,000 copies of the Holy Scriptures been circulated in Sweden. Glory to God! All this precious seed cannot all have fallen on stony ground! We shall see it after many days! I now take a moving and deeply affectionate farewell of the honored Christian American Seamen's Friend Society, and desire ever to be favored with their Christian remembrance and faithful prayers. Continuing your humble servant,

FRED. O. NELSON.

For the Sailor's Magazine.
Sailor's Advance.

Recently taking up the "Sailor's Magazine," I found two articles written in favor of what is termed the Sailor's Advance. I consider this subject intimately connected with the welfare of this class of men, and one in which, as a friend of the Sailor, I feel interested.

The author represents himself to be a shipmaster, and I of course expected from his experience and observation to find some valuable information on the subject; but to my surprise, I find most of the two articles taken up in gravely telling us that the best way to reform Sailors, is to furnish them with libraries of an instructive and amusing literature—"supply them with a plenty of good reading"—"make special efforts to get them to church"—"Give them good advice," &c., &c. All very true, captain. But what, is there specially new in this advice? Is there anything in all this which has not been said again and again in the magazine? And what has it to do with the subject under discussion? He gives us a few disconnected thoughts on this subject. And one is, he thinks that "South of the much mooted line of 36°, 30', the Sailor's advance might be discontinued with advantage"—but not so with this line; Sailors here are under such moral restraints—so seldom engage in brawls, or mingle in dissipated society—in a word, their character is such while in our northern ports,

that they may be safely trusted with their advance, and there is no doubt but that they will make a good use of it—he even thinks it would be wise to pay them here the wages of the whole voyage in advance. I was about to reply to this in a way which would hardly be in keeping with the character of the subject—but I pass it by, and simply ask, is it true that the mass of our seamen in New York and Boston are such men as make a good use of their money, and give no serious trouble to their officers on shipboard, till they go out south—that there and there only, their vices are developed to their hurt?

Again it is said Sailors need an outfit, especially when going on a long voyage. I know very well there are cases in which a young man feels the need of a few dollars in making up his wardrobe for a voyage. But better, far better, go and *work* for these few dollars than receive them in such a way, and thus help perpetuate a custom which tends to degrade and destroy them. Let him once do this, and when he ships and reaches the end of the voyage he will have his wages to *receive*.

Shipowners and their captains would be very willing to guarantee the sailors their advance, should the ship be wrecked. So that this need not be named among the thousand and one objections which cavillers are ready to propose.

I have nothing here to say in reply to the remarks of this writer, in which he denies any connection between advance wages and insubordination. I refer the reader to what has been said already on this subject in the June number of the magazine, p. 317. That paragraph contains the result of the experience of scores, yes, of hundreds of shipmasters, with whom I have conversed on this subject—and it carries the evidence of truth in its face.

I have no doubt that N. B. *intends* well in what he has written on this subject; but I think he will do well to leave it in the hands of others—

and especially of such men as D., who in the Oct. number of the S. Mag., has given us a capital article about Sailor's advance, which I hope all who take the Magazine will read.

Yours, &c.,

N.

Devoting a Fixed Portion of Income to Benevolent Purposes.

In reading the biography of the most eminently pious and useful in different ages, we have often been struck with the fact, that almost all of them devoted a regular portion of their income to pious and charitable uses. We will mention a few whose names are familiar, whose writings are venerated, and whose memory is precious. Among those who made a *tenth* the fixed proportion of their almsgiving, was Lord Chief Justice Hale, the Rev. Dr. Hammond and the Rev. Dr. Annesley. Baxter informs us, that he long adhered to this, until, for himself he found it too little, and observes, "I think, however, that it is as likely a proportion as can be prescribed; and that devoting a *tenth* part ordinarily to God is a matter that we have more than *human* direction for." Doddridge was another instance of this kind. "I make a solemn dedication of *one tenth* of my estate, salary and income, to charitable uses; and I also devote to such uses an *eighth* of every thing I receive by way of gift or present.—A *fifth* part was the fixed proportion of Archbishop Tillotson and Dr. Watts. A *fourth* part was the proportion constantly given by Mrs. Bury, the wife of the eminently pious and useful Rev. Mr. Bury. Her husband, in his account of her life says: "She thought it was reasonable that such as had no children should appropriate a *fourth part* of their net profits to charitable purposes." Mrs. Elizabeth Rowe gave even more than this. "I consecrate," says that excellent female "*half* of my yearly income to charitable uses; yea, all that I have beyond the bare conveniences and neces-

sities of life shall surely be the Lord's." Such, too, was the constant practice of Hon. Robert Boyle, of the Rev. Mr. Brand, and of the Rev. Thomas Gouge. Of the latter, Archbishop Tillotson says, in his funeral sermon. "All things considered, there have not been, since the primitive times of Christianity, many among the sons of men, to whom that glorious character of the Son of God might be better applied, that "*he went about doing good.*"

The list might be extended to those who have lived since, to many of our own age, and in our country, but these examples are sufficient. If Christians generally were to act thus, to fix some due proportion, and keep a separate fund for charitable purposes, with how much more wisdom, penitence and cheerfulness, would they perform this Christian duty. How often would they lift up their hearts to God in devout thanksgiving for affording them opportunities of enjoying this privilege, and of showing to themselves and others, that "it is more blessed to give than to receive."—*London Watchman.*

Hoarding Wealth for Children.

We say to parents, beware how you endanger the future character and happiness of your children by hoarding wealth for them to possess. If you wish them to form idle and vicious habits and companions—to grow up incapable of manly exertion and true independance—or if you wish to spread a snare to entrap mere fortune hunters for your daughters' husbands, doubtless, the course is, to hoard all you can, and let them understand from childhood that it is for them. But if you wish your children to be industrious, independant, self-relying, and happy, they must be taught to depend upon their own exertions. Give them good education: give them trades or professions: but give them not the means of living without care and exertion.

NAVAL JOURNAL.

United States Navy.

From the recent sensible and suggestive Report of the Secretary of the Navy, we clip the following statistics :—

The vessels of the United States, consist of 7 ships of the line, 1 razee, 12 frigates, 21 sloops of war, 4 brigs, 2 schooners, 5 steam frigates, 3 steamers of the first class, 3 steamers less than the first class, 5 storeships.

Of these there are in commission, 1 razee, 6 frigates, 15 sloops-of war, 4 brigs 2 schooners, (Coast Survey,) 2 steam frigates, 1 steamer of the first class, 3 steamers less than first class; 3 ships of the-line, as receiving ships, 1 steamer do, 1 sloop do.

There are also on the stocks and in progress of construction, but the work thereon now suspended, four ships of the line and two frigates.

To the foregoing may be added a contingent naval force of vessels owned by individuals, but built by contract with the Government and employed in the transportation of the mail, and liable in any emergency to be taken at valuation and converted into vessels of war, namely: Four steamers of the first class employed on the line between New York and Liverpool. A fifth is contracted for, but not yet constructed. One steamer of the first class between New York and Panama. A second steamer on this line has been brought into use, but has not been finished so as to undergo inspection and be received. The contract on this line, as on that to Liverpool, provides for five steamships.

To supply the demands of the service in the construction, equipment, and repair of vessels of all descriptions, navy yards are established at—1. Portsmouth, New Hampshire; 2. Charlestown, Massachusetts; 3. Brooklyn, New York; 4. Philadelphia; 5. Washington; 6. Norfolk; 7. Pensacola; 8. Memphis.

The personnel of the navy, comprises 68 captains, 97 commanders, 327 lieutenants, 68 surgeons, 37 passed assistant

surgeons, 43 assistant surgeons, 64 pursers, 24 chaplains, 12 professors of mathematics, 11 masters in the line of promotion, and 464 passed and other midshipmen; to which is to be added, besides other warrant officers, according to the annual appropriation for pay and subsistence, 7,500 petty officers, seamen, ordinary seamen, landsmen, and boys.

The capacity of the country to enlarge this force, whenever desirable, may be readily perceived by stating that we have now in the mercantile marine 3,000,000 of tons of shipping, an amount greater than that of any other nation of the world; and, according to the ordinary estimate of six men to every 100 tons, there are in our merchant service 180,000 seamen. In this array of hardy mariners to recruit from, and in our vast resources for building, equipping, and arming ships of war, we possess the element of a naval power unsurpassed in the history of nations.

Among other improvements the Secretary recommends that a line for the transportation of the mails from San Francisco to Macao, Shanghai, or other point in Eastern Asia, either by steamers or sail vessels, be established. Such a line would furnish regular and early means of communication between our squadrons in the Pacific and the China seas, enabling their early co-operation whenever occasion might require, and would contribute much to the facilitation of commerce with the East.

On the subject of a substituted punishment for flogging, abolished at the last session of Congress, the Secretary seems at a loss, and suggests that a Committee of Congress shall take the testimony on oath of respectable and experienced seamen, as well as officers, in reference to a proper code of discipline for the service, and especially in regard to the discretionary punishments to be imposed by officers in command of single ships.

We confess our disappointment and sorrow in not finding in this connection

a recommendation for the abolition of the Grog RATIONS. It is admitted that drunkenness is the grand cause of offences requiring punishment; *why then not lay the axe at the root of the cause?*

British Naval Statistics.

According to the last Parliamentary returns, made in 1848, the number of steamboats in the United Kingdom is 1,100, with an aggregate tonnage of 255,371, and an aggregate horse-power of 92,862. If all were placed abreast, they would reach $3\frac{1}{2}$ miles, and stem to stern they would reach $23\frac{1}{2}$ miles. The number of steamboats upon the waters of the Mississippi alone, as we stated the other day, is at the present time over 1400. The entire value of the vessels belonging to the mercantile marine of the British Empire is about \$190,090,000; their annual earnings for freight is about \$140,000,000; and the value of the articles they annually transport to and from the shores of the kingdom is about \$500,000,000. Full one-fourth of the entire commerce of the country is carried on at London. One in about every 47 of the British ships is annually wrecked, causing a loss of property of nearly \$15,000,000; and the destruction of 1000 lives each year, or one out of every 308 persons engaged in navigation. The sailing vessels employed in the carrying trade between the different parts of Great Britain and Ireland, in 1849, numbered 8,672; they made 251,000 voyages, and possessed the capacity of carrying 23,000,000 of tons. London has four times as many sailing vessels, and ten times as much tonnage as any other port in the kingdom, but has only one-third as many steamers as Liverpool.—*New York Courier.*

He that cannot live well to-day will be less qualified to live well to-morrow.—*Martial.*

To a benevolent disposition, every state of life will afford some opportunities of contributing to the welfare of mankind.

For the Sailor's Magazine.

Miscellaneous.

THE WORLD'S CASH.—According to Thompson's Bank Note Reporter, the currency of the world is nearly as follows:—Bank currency, \$650,000,000; specie in circulation, \$665,000,000; specie in banks, \$445,000,000. Of this bank currency more than one half belongs to Great Britain, France and the United States, and nearly one third of the specie circulation. The 824 banks with their branches in the United States, have specie to the amount of \$48,482,140, and a circulation to the amount of \$135,123,260.

GOLD.—The whole amount of gold received in the United States from California since its discovery, is about \$25,000,000, and in England, about \$16,000,000.

COTTON.—The United States the largest producer, and the largest consumer of cotton in the world. Increase in twenty years nearly three hundred fold.

COMMERCE.—Two thirds of the commerce of the world is in the hands of the English race, and three-fourths in the hands of Protestants. If Commerce wields a power mightier than the combined power of human governments. It is at once both the progeny and the propagator of Christianity, the pioneer and promoter of civilization. With it rises or sinks the scale of all human improvement. The counting-room is the council chamber of enlightened enterprise, civil liberty and human rights. The custom house is the grand temple of peace.

PATENTS.—The number of patents taken from the office at Washington, from 1790, to 1850, inclusive, is from free States, 14,540; from slave States, 1,756; total 16,296, or nearly nine tenths from the free States.

U. S. POST OFFICE.—The revenue of the post-offices of all free States, except N. Jersey, Mich., Ill. and Wis., paid their postal expenses for the year ending June 30, 1849; while none of the slave States did it except, La., Mo. and Del.

BRITISH CORN LAWS.—These laws have been virtually extinct four years, and the value of land in Great Britain instead of decreasing, as was predicted, is fully sustained and is improving! A triumphant vindication of the free importation of food!

U. S. IMPORTS AND EXPORTS.—The

aggregate of the imports and exports into and from the United States for the year ending the 30th of June, 1850. The value of the articles imported was \$187,217,574, including \$4,628,792 of specie. The domestic value of the exports was \$136,946,912, including \$2,046,679 of specie. The value of the foreign products and specie was \$14,951,808, including \$5,576,315 of specie. The aggregate value of the exports exclusive of specie was \$144,375,726. The aggregate of the specie and bullion imports was \$13,710,048, of which California furnished \$9,681,256, and foreign countries \$4,628,792, as stated above in the value of foreign imports. This last statement will not appear in the official Report of this year.

U. S. TREASURY.—The total receipts into the Treasury, for the year ending 30th June last, were forty-seven million four hundred and twenty-one thousand seven hundred and forty-eight dollars and ninety cents, (\$47,421,748 90.) The total expenditures during the same period were forty-three million two thousand one hundred and sixty-eight dollars and ninety cents, (\$43,002,168 90.) The public debt has been reduced, since the last annual report from the Treasury Department, four hundred and nine-five thousand two hundred and seventy-six dollars and seventy-nine cents, (\$495,276 79.)

U. S. ARMY.—The aggregate strength of the army, as at present established by law, 12,326 officers and men. It is estimated that the number of men actually in service and fit for duty, from deaths, discharges, desertions, sickness, and other casualties, falls short of the legal organization on an average of from 30 to 40 per cent.; so that the above number would represent an effective force of only from 7400 to 8700 men. Of the whole number, 7796 are stationed in or are under orders for Texas, New Mexico, California and Oregon; leaving only 4530 in all the rest of the States and Territories.

U. S. POST OFFICE.—The gross revenues of the Department, for the year, are \$5,752,971 48. The gross expenditures for the same period are \$5,212,953 43. The net surplus at the disposal of the Department, is \$1,132,045 82. The estimated revenue for the coming year is \$6,166,616 23. The estimated expenditures for the same period are \$6,019,809.

LOSS OF LIFE AND PROPERTY.—The number of vessels belonging to the Unit-

ed States wrecked during the year ending with June, 1848, as shown by official documents, was five hundred and eighty-five, valued at \$2,021,495. The value of their cargoes was, \$2,501,771. Total, \$4,523,176. The total number of lives lost in connection with the above was four hundred and seventy-seven. The amount of losses paid by underwriters, on vessels or cargoes, was \$2,802,310.

Marine Intelligence.

NOTICES TO MARINERS.

Capt. Waite, of the brig Mary Ann, from Sisal, reports the following: That on and after the 1st November, 1850, a bright and fixed Light, (called St. Elmas Light,) will be exhibited from the top of the Castle of Sisal de Yucatan. The Light will be visible from the North or seaward, and being elevated sixty feet above the level of the ocean, can be seen in fair weather eight or ten miles from the Castle. This Light will be of great service to navigators on this coast, not only to those vessels bound direct to Sisal, but to those bound Westward, and running for Campeachy, Laguna, Tobacco and Vera Cruz, guiding them past the dangerous shoal of Sisal, which bears from the Castle of Sisal N. W. by N. about 14 miles distant, and in shore of which is a safe and wide channel of 12 miles breadth; and all navigating this coast can safely run in this route by placing themselves in about 3 1-2 fathoms water, any distance to windward (or East of) Sisal, and pursuing their course Westerly in from 3 to 4 fathoms of water, and thus running and making the Light on the Castle, which will give them a correct departure for any of the above named ports.

Those bound to Sisal direct, and running for the anchorage in the night, have only to run Westerly, being guided by their lead, and keeping in 3 or 3 1-2 fathoms, making the Light; and when it bears S. or S. by E. bring to and anchor, choosing the proper depth of water for their vessel, with the understanding that 3 fathoms is the usual anchorage, and is about two miles and a half from the Castle.

Light Houses.—The Befast Signal says: The two Light-houses which have been erected in that bay, the present sea-

son, on Grindle Point, at the entrance of Gilkey's Harbor, Long Island, and on Indian Island, at the entrance of Goose River, will be lighted up for the first time on the 1st of November. They are of a different construction from other Light-houses in that State, being only wooden towers placed upon the roofs of the houses designed to be occupied as dwellings for their keepers.

The Commissioners of Light-houses give notice, that the Light-beacon erected on Peter's Island, at the South entrance of Westport, on the East side of the Bay of Fundy, was lit on the night of the 1st of November, and will show two white Lights horizontally placed, (to distinguish it from Brier Island) at an elevation of forty feet above high water mark.

Bwich Head, Cardigan Bay,
Trinity House, London, October 16.

Notice is hereby given, that by direction of this Corporation, a Beacon, painted red, has been set upon Brier Head, between Aberdovey and Barmouth, in Cardigan Bay, being a spar bearing a distinguishing mark of a diamond form at its upper part.

By order,
J. HERBERT, Secretary.

Penzance, Oct. 27.

Sir—In consequence of an application made by me some time since, the Hon. Corporation of the Trinity House have erected two Beacons—iron cylinders, surmounted by red balls, showing about 15 feet above high water—one on the Ryemen, and the other on the Western Cresses, two half-tide rocks a little within shore of the fairway line from the Mount Roads to Penzance Pier, so that, by keeping outside these Beacons, all danger is avoided. The last of the Beacons was completed on the 25th inst.

(Signed) RICHARD PEARCE,
Agent to Lloyd's.

Capt. G. A. Halsted, R. N., Secretary,
Lloyd's.

Custom-House, Boston,
Collector's Office, October 20.

Fog Bell on Minor's Rock.—A Fog Bell, of the weight of about 640 lb. has been placed upon the Light-house on Minor's Rock, which will hereafter be rung by the keeper during fogs and snow storms, or other thick weather.

P. GREELEY, Jr.,
Collector.

Custom-House, New-York,
Collector's Office, October 23.

The 6th section of an Act of Congress, approved Sept. 28th, 1850, entitled "An Act making appropriations for Light-houses, Light-boats, Buoys," &c., provides—

"That hereafter all Buoys along the coast, or in bays, harbors, sounds or channels, shall be colored or numbered, so that passing up the coast or sound, or entering the bay, harbor or channel, red Buoys, with even numbers, shall be passed on the starboard hand; black Buoys, with uneven numbers on the port hand, and Buoys with red and black stripes on either hand. Buoys in channel ways to be colored with alternate white and black perpendicular strips.

I hereby give notice that the provisions of the foregoing Law will be carried into effect, and the changes indicated therein made in the arrangement of the Buoys in the waters of this district, on or about the 1st of May, 1851.

H. MAXWELL,
Collector.

Wreck in the Bristol Channel.—A green Buoy, marked with the word "Wreck," has been placed about thirty fathoms South of a vessel sunk in the track of shipping between Cardiff and the Usk Light-house. The Buoy lies in six feet at low water spring tides, with the following marks and compass bearings: Peterstone Church, midway between two hills, S. W. 1-2 W.; Flat-holm Light-house, S. W. 1-2 W.; Pen-art Head, W. 1-8 S.

Beacon on Point Pembroke, Falkland Isles.—The Government has made an alteration in the Beacon on Point Pembroke, by erecting a sort of Wooden Tower at its base, the base of which is nine feet square, tapering to five feet square, and 36 feet high, above which is a topmast 30 feet high. The Beacon from base to top being 60 to 70 feet, can be seen from seaward a distance of ten miles.

The Governor has erected a Reservoir, by which vessels can be watered for 5s. to the quantity of 20 tons, and 1s. per ton for extra.

Trinity House, London, Sept. 24.

East Shoebury Buoy.—Notice is hereby given, that the sand between the East Shoebury Buoy and the Blacktail Spit Buoy having grown out to the Southward and the Eastward, the corporation has

caused the East Shoebury Buoy to be moved about one half mile East by South from its former position, into six fathoms low water, spring tides, with the following marks and compass bearings:

Conewdon Church, on with the East end of Wakering Trees, N. 1-2 W.

Hamlet Mill, in line with the South end of the trees on Shoeburyness, N. W. 1-2 W.

Blacktail Spit Buoy, E.

Middle Shoebury Buoy, W. by N. 1-2 N.

Nore Light-vessel, W. by S. 1-4 S.

By order,

J. HERBERT,

Secretary.

Harbor Master's Office.

Aden, April 1, 1850.

Notice is hereby given, that a Floating Light is placed off "Ras Morbat," at the entrance of Back Bay, harbor of Aden. The Light bears by compass from the Western extremity of "Ras Tarshane," N. by E. distant 3-4 of a mile from Jezaret Sulhel, S. W. 1-4 W. distant 4 1-2 miles.

The Aden Back Bay Harbor Floating Light will be known as a fixed light, of natural appearance, and be visible in a N. E. direction, from N. by E. round to N. E. 1-2 E. The light is elevated 25 feet above the level of the sea, and will be seen about ten miles from an ordinary ship's deck, and less according to circumstances, and the state of the atmosphere. The Light Vessel will fire a gun and burn a blue light on the approach of a ship into the Bay. She is painted red, with a red ball on the mast, and flies a red flag at the mast-head, on a ship passing in or out.

Stockholm, Aug. 23, 1850.

The Light of Naskubben Rock.—A leading Light, showing a constant stationary flame, immediately bordered with darkness, in N. 1-4 E. of the compass, and exhibited from a sideral lamp with reflectors, has recently been placed on the rock called Naskubben, situated in N. latitude 59. 52. 40. and longitude 12. 5. E. of Greenwich, close to Simpnas Point, and not far from the village of Simpnas, about 3200 ells (6400 feet) or about 1-4 of a nautical mile S. 3-4 W. from Simpnas Beacon. This Light, which is placed 22 feet above the sea, ought to be seen during a clear but dark night at a distance of two geographical or nautical miles, in all points of the

compass from N. 1-4 E. East about, to nearly S. to W.; with the exception, however, of N. 3-4 E. toward the sea of Aland, in which direction the Light is concealed by the beacons on Simpnas Klubb.

The Commissioners of Light-houses in Newfoundland, give notice that on and after January 1851, the Light-house recently erected on Cape Pine, will be lighted. It is a brilliant revolving light, of which the greatest intensity will be apparent in every direction seaward, three times in a minute. It will burn at an elevation of 302 feet above the level of the sea, and will be visible in clear weather 30 miles. The tower is round, 50 feet high, painted red and white.

Madras Marine Board Office.

October 22, 1849.

Notice is hereby given, that on the 15th of November next, a Fixed Light will be exhibited from a sandy hill abreast of the Santapillay Rocks, about 150 feet above the level of the sea. In ordinary weather it will be visible from the deck of a ship about twelve or thirteen miles.

Bearings from the Rocks: Santapillay Light-house, N. 60 W.; Santapillay Village, with the highest distant peak a little open to the North, N. 55. W; next Sandy Hill to North, N. 40 W.

DISASTERS.

Brig *Rodman*, of New Bedford, hence Jan. 4th, for San Francisco, went ashore in the Straits of Magellan on the morning of June 20th, and became a total loss.

Barque *Yorktown*, Storer, from New Orleans for Naples, July 5th, boarded the wreck of brig *Elizabeth*, Porter, of St. Andrews, loaded with lumber.

Schr. *Friendship*, Stackpole, of this city, during a blow from the S. E., Aug., 16th, was driven high and dry on the beach near Cape St. Lucas.

Barque *Rawlins*, from Portsmouth for Quebec, in a sinking state was fallen in with 29th Sept., and the master and crew taken off and brought to Halifax.

Ship *Helen Augusta*, Henderson, at this port from Cardiff, reports Sept. 13th, lat 47. 40. long. 37. 02., during the latter part of a heavy gale, from N. N. E. saw a ship on the weather bow, with signals of distress, which proved to be the Br. ship *Abbotsford*, Pease, from Newport, E. for Quebec, with railroad iron, had sprung a leak two days pre-

vious, and was in a sinking condition. Succeeded in taking off the master, officers and crew, and also some provisions—shortly after which she went down.

Barque *La Plata*, Bertram, of Salem, from Aden for Muscat, went ashore at Mazeira Island, eve of Sept. 10th, and with her cargo became a total loss. Capt. B. and crew reached Muscat 19th, in a native boat, saved nothing but their clothing.

Barque *Eliza Ann*, at Quebec, reports: On the 15th of Sept., on the eastern edge of the Banks, fell in with the wreck of the ship *Viceroy*, Kent, of Bristol from Quebec, water-logged, and took the crew from her—28 in number. Sept. 19th, boarded the brig *Venture*, of Sunderland; water-logged and dismasted; no person on board.

Br. sch. *Anna Thomas*, from St. John, N. B., about 19th Sept., for Providence, was totally lost near Jonesport, Me., night 5th inst.—crew saved.

Ship *Stadacona*, Roalians, at Quebec, passed, 18th ult. close to the ship *Rosalinda*, of Liverpool, water-logged and abandoned.

A steamer from Norfolk to assist the Br. ship *Louise*, being unable to get the ship off, left afternoon of 12th, and at night the ship was driven farther on. She was abandoned 13th, with 12 feet water in the hold.

Capt. Walker, of the barque *Earl Powis*, at Quebec, reports: Sept. 13th, bore down on a barque, water-logged, which proved to be the *Mary Jane*, of Sunderland, timber-laden, abandoned by Capt. Brandt, and crew, Sept 11th.

Capt. Webster, of the barque *Awa*, at Quebec, on the 16th ult., fell in with and boarded the barque *Douglas*, abandoned.

Schr. *Mary Chase*, from Amherst, N. S. for this port, was lost Sept. 30th, at the Sisters, near Apple River, Bay of Fundy.

Brig *Quincy*, Kempton, of Quincy, from Demerara for Curacao, was cast away 1st Sept., on Bird's Island, to the windward of Bonaire.

Br. brig *Treasurer*, Bailey, at this port from St. Domingo City, brings home the captain and one boy of the barque *Alert*, the mate and two seamen of brig *Ruby*, also the mate and two seamen belonging to the brigantine *Elizabeth Ellen*—all of which vessels were lost on that coast.

Hamb. barque *Elise*, Trautman, at this port from Hamburg, Sept. 30th, saw Br. barque *Mary Jane*, of Sunderland, full of

water and abandoned, with all her top-masts gone.

Ship *Rosalinda*, of Liverpool, while on her homeward voyage from Quebec, night Sept. 9th, broached to, capsized and filled. The captain and mate were drowned in the cabin, and ten seamen and two apprentices washed overboard. The eight surviving men were picked up by a French vessel, and landed at St. Pierre, whence they were brought to Sidney, C. B. 30th ult.

Br. brig *George Lockwoods*, from Quebec, for a British port, on the 8th Sept., while lying to, was struck by a heavy sea, which carried away both masts, bowsprit, and bulwarks, and killed most of her crew. Before the 13th, all hands were either lost or dead except the second mate, Geo. Jarvis. He was rescued by the barque *Solway*, and carried to Quebec.

The *Anna*, (or *Hannah*) Bartlett, of Bridport, from Cardiff to Quebec, was abandoned in a sinking state about 1500 miles from Quebec; crew saved by the ship *Columbine*, Bell, arrived off Liverpool.

Br. schr. *John Bell*, from New Orleans for Belize, Hond., was lost on Glover's Reef, morn 8th Sept.

Belg. barque *Nazionale*, from Charleston, about 4th Oct., for Cuba, was abandoned at sea 7th, in a sinking condition; crew taken off by ship *Indiana*, hence at New Orleans, 13th.

Ship *Barquin*, of Boston, abandoned on the voyage from Quebec for Liverpool, was passed Sept. 17, water-logged by the *Thetis*, at St. John, N. B., 29th Sept., masts standing and sails furled snugly.

Ship *Columbus*, McCarren, at this port from Liverpool. No date, lat 44. long. 36., at 4 p. m. passed the wreck of the brig *George Lockwoods*, of Liverpool, abandoned: reported 2d Oct., at noon, spoke ship *Helen Augusta*, of Portland, from Cardiff for New York, having on board the officers and crew of the ship *Abbotsford*, of Gloucester, from Newport for Quebec.

Br. ship *Agnes*, from Quebec, in the gale 10th Sept., became a perfect wreck, having lost all her spars, and filled with water; the crew were taken off 15th, by the *Princess Royal*, at Miramichi from Bristol.

Barque *Clarissa*, Perkins, of San Francisco, parted her anchors in a heavy swell at Santa Cruz, Oct. 9th, dragged ashore, and was sold for \$200.

Br. brig *Gem*, McCreedy, from Alexandria for St. John, N. B., was totally lost on Saturday night, (perhaps 12th Oct.,) near the entrance of Musquash harbor.

Barque *Bostonian*, Boyling, of Boston, from San Francisco from Umpqua River, was lost while going into that River, about Oct. 20th.

Barque *Industry*, arrived at Quebec, Oct. 6, had on board the captain and crew of the brig *Tom Bowline*, from Belfast for Quebec, fallen in with Sept. 12th, in a sinking condition.

The *Louisa*, from Prince Edward's Island to Liverpool, was abandoned at sea, water-logged; crew saved by the *Charlotte*, also from Prince Edward's Island to Liverpool, which vessel became water-logged, and was fallen in with 11th Sept., in lat. 45. long. 47. by the ship *Liverpool*, which took off both crews.

Brig *Lightfoot*, bound to Quebec, was driven ashore in a gale from the East, on the 3d Oct., about three quarters of a mile above Griffin's Cove—vessel lost.

Barque *Frank*, of and from Philadelphia for Barbadoes, went ashore on Barbuda, night 7th Oct., became a total loss.

Schr. *E. Cornelius*, hence for Swansboro', N. C., went ashore about fifteen miles North of Cape Lookout, night 15th Oct., expected would prove a total loss.

Br. barque *Mary Bulwer*, of Sunderland, from New Haven for St. John, N. B., was totally lost at Great Wass Island, Petit Menan, 23d Oct.

Brig *Eliza Jane*, hence for Apalachicola, went ashore at the West Pass, night 4th Oct., and would become a total loss.

Brig *Robert Waln*, from Honduras, of and for Boston, was wrecked night 10th Oct., on the Colorado Reef, 160 miles Westward of Havana.

Schr. *Caroline*, of Newburyport, went ashore in Sugar Harbor, Bay Chaleur, no date; the crew taken on board schr. *Joseph*, of Newburyport.

Brig *Sarah Elizabeth*, of Addison, full of water, apparently abandoned but a short time, and in much haste, the boat being cut away from the stern, and nothing apparently taken from the vessel, even a compass was fallen in with 30th Oct., by schr. *Augustus* of Newburyport.

Schr. *Lone Star*, Lewis, was wrecked Oct. 12th, at the mouth of the Brazos River.

Br. schr. *Three Sisters*, Whelpley,

from Boston, about 26th ult., for Miramichi, has been capsized, supposed near her port of destination, and abandoned.

The U. S. sloop-of-war *Yorktown*, was wrecked on the north part of St. Jago, Cape de Verd, on Sept. 25th.

Barque *Yorktown*, Storer, of Bath, in going from Naples to Sicily, for a cargo, got on a shoal near Trapani, in August, and was wrecked, with the loss of captain and three men.

Barque *Antoleon*, hence for Antwerp, in a sinking state, was boarded 2d Nov., and the crew taken off by barque *Ork*, at Boston, 8th Nov.

Schr. *Justice*, from Baltimore for Savannah, dismasted in a gale night 26th Oct., was fallen in with next day, and the crew taken off by ship *Kentucky*, from New Orleans for Boston.

The *Pearl* picked up, Oct. 24th, the crew of brig *James Audus*, Barker, which vessel foundered at sea near the Western Island; the crew had been four days in the boats. The brig was from Newport bound to Baltimore.

From Cape Island, information reached here Nov. 11, to the effect that Aaron Bennet, pilot, boarded on Friday morning last, at 1 o'clock, off Cape May, Br. brig *Reindeer*, Bell, from Malaga, with a cargo of wine and fruit, for Philadelphia; and there is no doubt but the *R.* is the vessel ashore on Joe Flogger Shoal, driven on during the violent gale that then prevailed, as the masonic card contained in the trunk found washed on the beach, bore Capt. B.'s name.

Schr. *Exeline*, Gibbs, hence for Wareham, was wrecked at Montauk Point in the gale 9th Nov. The body of the captain was washed ashore. No doubt all on board perished.

Brig *Roanoke*, of and from Newbern, N. C., for this port, was capsized in the Sound on Brandt Island Shoals, about 52 miles below New Berne. The *R.* struck on the end of Brandt Island, 9th Nov., and capsized and sunk. The crew left her next morning, but the boat was capsized, and the captain, one man and a boy were drowned.

Schr. *John Manlove*, went ashore on Long Branch, N. J., Nov. 13, and bilged, and four feet in water her hold. Captain Savin, states that during the gale 9th Nov., for New Haven, sprang aleak, which gained so that she had to be run on the beach last evening, vessel a total wreck.

Schr. *Merry Gallant*, of Amboy, hence

for Hampton Roads, encountered a gale 9th Nov., from E. N. E. at 6 o'clock, P. M., anchored under Smith's Island, 12 o'clock, slipped her chains and endeavored to make Cape Henry, but struck on the Isaac Shoals, and immediately went to pieces. The captain was picked up 9th, by schr. Monte Christo. The crew was drowned.

Schr. *Homer*, of Bath, Me., from St. Mary's, Geo. for Portland, went ashore on Smith's Island beach, West end of Nantucket, morning of 18th Nov. The crew, except one seaman, who was drowned, saved.

Schr. *Edward Wood*, from Plymouth, N. C., for this port, went ashore near Currituck inlet, night 23d Nov. Crew and cargo saved, vessel would probably be a total loss.

The sloop *Brunette*, Barber, of and for Stonington, from Norfolk, was lost morning of 12th Nov., in a heavy gale, on Indian Beach, about 12 miles south of Cape Henlopen.

Schr. *Eliza Hupper*, of Machias, Me., from Philadelphia for Boston, went ashore in the gale 19th Nov., on Smith's Island Rip, Nantucket, where she became a total loss.

Ship *Anglo American*, at Boston, from Liverpool, reports: Nov. 7th, in a sudden shift of wind, carried away main-topmast by the cap, while six men were furling topgallant sail, all of whom were drowned.

Schr. *Rawson*, hence Oct. 28th, for Grey Town, got on shore on the Morant Keys, Jam., morning 11th Nov.

Brig *Mechanic*, Reed, at Chagres from this port, was reported ashore at the mouth of Chagres river when the last steamer left. It is probable she will be a total loss.

Schr. *Nile*, Sydney, from New Orleans, went ashore at Chagres and is abandoned.

The brig *Alabama*, before reported wrecked, went ashore on the lower bar of Mobile 27th Nov., and bilged. Vessel a total loss.

On Wednesday last, about 12 o'clock, the schr. *Vixen*, Gushue, 5 days from Bathurst, in a thick fog struck near Mistaken Point, and became a total loss.

MISSING VESSELS.

Brig *Poconoket*, Brown, sailed from Pensacola, for Portsmouth, N. H., 28th Sept. last, since which nothing has been heard of her.

Barque *Theophilus Chase*, of Westport

Point, sailed from that port 23d of Aug., 1849, on a whaling voyage in the Atlantic Ocean. She was spoken on the 23d of Sept. following, cruising upon the Western Ground, in the North Atlantic, since which nothing has been heard of her, and it is feared that she is lost.

Schr. *Lola*, Jenkins, of and from San Francisco, was blown from the anchorage at Honolulu, in a heavy gale, Feb. 15th, and has not since been heard from.

Schr. *Globe*, Cross, of New Haven, which sailed from Demerara, Aug. 23, New York, has not since been heard from.

Lost at Sea.

From on board schooner *Charleston*, Aug. 24th, the Cook.

From on board ship *Phenix*, June 3d, a Seaman.

From on board schr. *Alabama*, Sep 5, a Seaman.

From on board ship *Constitution*, Sept. 9th, 1850, one Seaman.

From on board ship *Chaos*, Sept. 27, a Seaman. From bark *Clarice*, of New Bedford, April 2, 1850, a Seaman. From schr. *Ellen Barnes*, of New Haven, Nov. 8th, the First Officer. From British schr. *Good Intent*, 18th Nov., a Seaman. From brig *Francis Ellen*, in Nov., a Seaman.

SHIPPING,

In the Port of New York on the 14th Dec. 1850.

Steamers,	-	-	-	17
Ships,	-	-	-	87
Barks,	-	-	-	77
Brigs,	-	-	-	136
Schooners,	-	-	-	150

Total, 467

Spiritual Darkness.

Our deepest emotions of pity are excited by any one whom natural blindness, or total loss of sight, has doomed to spend his days in darkness. All objects around him, which man delights to look on—the glories of the heavens, sun and moon and stars, and all on the earth that their light clothes with beauty and brightness—to him all these are nothing. In danger he cannot see or avoid it, or, trying to escape it may run into greater. Even such is the state, spiritually, of the natural man; yet more dark and blind, because he is, in great part, ignorant of his blindness, and often mistakes darkness for light.

New York, January, 1851.

A Happy New Year.

To all the readers of the Sailor's Magazine—both on the land and sea, our cordial greetings and a Happy New Year. When Lord Melville was in his glory, the idol or the envy of Scotland, he invited Sir John Sinclair to spend a New Year's Day with him. Early in the morning his guest repaired to his chamber to wish him a happy new year. "It had need be happier than the last," was the statesman's reply, "for I cannot recollect a single happy day in it." Not so with you; for the past, like the path you have traveled, has had many sunny spots in it. Whether this year shall be happy with you depends—not on the *weather*. Too many there are who turn sour with the sky, sigh with the east wind, scowl at the sleet, and scold at the storm. The setting in of a rainy day is the signal for their miserable repinings. Their roofs leak so there is no living with them. It need not—it ought not so to be. The Shepherd of Salisbury Plain was happy and pleased with all kinds of weather, because it was such as the Lord was pleased to send.

Nor does your happiness depend on the increase or extent of your *wealth*. You may be poor, *very poor*, and enjoy a dinner of herbs better than under other circumstances a stalled ox. He who prayed, "give me neither poverty nor riches," struck a desirable medium; while neither extreme nor medium need

to ruffle a wave on the Sea of Enjoyment.

Nor does your happiness necessarily depend on your *health*. Indeed happier men oftener hobble on a crutch than lounge on a couch; grow thin with fever than grow fat with feasting. One of the happiest creatures I ever saw was a skeleton, which the ague was shaking down, and the consumption eating up. Nor need your happiness depend on *popular favor*. History tells of two men, who, notwithstanding the multitude and magistrates of a city were against them; notwithstanding their backs were sore with stripes; notwithstanding they were thrust into an inner prison, and had their feet made fast in the stocks, were so happy as to sing praises at midnight!

True happiness has a higher source. Its springs rise in the "hill of God." They flow out from the everlasting rock, clear, and pure, and permanent. This is the water of which, if a man drink, he shall never thirst; for it shall be in him a well of water springing up into everlasting life.

May such happiness crown the months, the weeks, the days and the hours of 1851, to each of our readers. And the year will be thus crowned, just in proportion as you draw from the wells of salvation, and are engaged in bringing others to the same blissful fountain. Again we wish you a HAPPY NEW YEAR; and at its close, instead of the statesmen's recollection, a sweet remembrance of 365 days of cheerful sunshine.

U. S. SHIP BRANDY WINE.

Sailors at the Home.

Death and Funeral of a Shipmate.— The occasion improved.

About the first of last month the U. S. Frigate Brandywine, returned to New York, after a cruise of three years and four months. She was scarcely made fast to the wharf, at the Navy Yard, before her crew began to scatter for new quarters on shore. Some half a hundred of them came directly to the Sailor's Home, at 190 Cherry street, and with few exceptions, conducted in a manner highly creditable both to themselves and the Home. Temperate men, kindly treated, are apt to conduct well any where. There was one, however, with his eyebrow at half-mast, having run foul of a lamp-post, because, as he said, "the post was put in the wrong place;" and another with his tongue yet inconveniently thick. These I found the kind Superintendent and his lady had brought into their private parlor to take a glass of wormwood tea to silence the clamors of stomachs irritated by rum and demanding more. In the same parlor was a shipmate in his right mind, and his mother at his side. She had come from a New England manufacturing village to meet her dear boy on his return from the sea. To the remark, "This Home is a house of refuge and mercy to many of these young men," she replied with a tear. She had just been informed that another shipmate, not a boarder at the Home, was no more. On Sabbath evening he was well, and went—better have lain down in the midst of the sea, or on the top of a mast—went to the wrong number to lodge, and at one o'clock the same night was a corpse!

THE FUNERAL.

Tuesday the 10th day of Dec. was a solemn and thoughtful day at the Home. As many of his shipmates boarded there, it was thought advisable that the funeral services should there be held. Accordingly at 10 o'clock the large Reading Room and Museum were filled mostly by seamen, and the exercises, conducted by the Rev. Mr. Chase of the Mariner's Church, commenced with an appropriate hymn. Then

followed the most impressive address the writer ever heard uttered. *It was the voice of God speaking from the pages of His Word.* Selections were read from the Book of Proverbs, so true to this fatal fall, and so adapted to present circumstances as to start the tear in many an eye. Let any one, with such a case before him, read the 5th, 6th, 7th, and 23d chapters, and say if any uninspired book contains language so truthfully sublime, so justly severe, and *sharper than any two-edged sword.* These lessons were applied in a few appropriate remarks, a prayer was offered, and then a procession of more than 150 seamen—nearly all of whom were his shipmates—followed his remains to their resting place in the Greenwood Cemetery. Thus suddenly and fearfully departed a sailor in the prime of his manhood. To die any where is a most solemn event, even when surrounded by virtuous, sympathetic, and praying friends; but to die in such a garret, with none but companions in crime, and not offering, as one of them since remarked in describing the scene, "not offering a bit of a prayer for himself," is horrible indeed!

THE OCCASION IMPROVED.

On the Sabbath following, the scene of instruction and faithful warning was changed to the Roosevelt-st. Mariner's Church. Mr. Chase preached from Prov. 5th chapter, 11th, 12th, and 13th verses. "And thou mourn at the last, when thy flesh and thy body are consumed, and say, How have I hated instruction, and my heart despised reproof; And have not obeyed the voice of my teachers, nor inclined mine ear to them that instructed me." After a brief introduction, he proceeded to show, That seamen were now liberally provided with the means of religious instruction, and that their neglect of these means would bring upon them the most lamentable consequences. To enforce his remarks, and as a warning to others, he then introduced the case of the fallen sailor, who it was believed would have been alive that day, had he gone to the Sailors' Home, or to some Temperance Boarding-house, and not yielded to the allurements of dissipation. His bereaved widow and a number of his shipmates were present in the congregation, besides other seamen. All listened with deep attention, and many tears were shed on the solemn occasion. It is to be hoped that the impression will not be lost.

Water Spouts.

Whirlwinds arise either from winds blowing among lofty and precipitous mountains, so as to produce a spiral or whirling motion, or by two winds meeting each other at an angle so as to cause them to turn on a centre. Sometimes their united energies are terrific. When they meet an intervening cloud, a rapid condensation ensues, and a water-spout is formed; or when they thus wrestle on the sea, the same effect is produced, and often, in both instances, immense quantities of water are discharged. A water-spout may thus be described—a dense black cloud in the form of a cone or tunnel hanging from the sky with the small end downwards; and when on the sea, a similar cone with the small end upwards, meeting often the one from above, whirling with great velocity and fury. In calm weather they move perpendicularly, and obliquely when the wind is blowing. They usually last from five to fifteen minutes. When in dangerous proximity to a vessel they are often broken by the discharge of a gun. In the following calamity the night was probably so dark as to prevent the danger from being seen.

"SHIPWRECK BY A WATERSPOUT—A fearful accident recently happened to the Maltese brig *Lady Flora*, which vessel left Portsmouth on the 14th of October, for Leghorn. On that same day, about 9 P. M., when about 30 miles to the west of Gozo, she was struck by a water-spout, and immediately foundered. One man alone was saved by the brig Maltese which was near, but all endeavors to save more of the hapless crew were fruitless. About nine men, among whom was the owner of the ship and his son, have thus met a watery grave, the greater number leaving widows and families in great distress."

The Psalmist calls afflictions God's water-spouts. *Deep calleth unto deep at the noise of thy water-spouts; all thy waves, and thy billows are gone over me.* As the angry cloud above calls to the wrathful deep below, or as one uplifted wave roars to its succeeding wave in the depths, while both combine their energies to overwhelm; so one affliction had called up another in quick and clamorous succession, and poured all their billows over him.

Homer uses a similar metaphorical boldness when he speaks of one river

calling upon another to assist in overwhelming a Grecian hero.

But David was soon above the waves singing, and as secure under the protection of the Almighty as was Noah in outriding a deluge which came with the collected energies of a hundred and twenty years. What, if he was constrained to sigh,—

"Thy water-spouts drown all my joys,
And rising waves roll o'er my head!"
grace enabled him soon to sing—

"God is the refuge of his saints,
When storms of sharp distress invade."

The Chaplaincy at St. Thomas.

Messrs. Editors.—The services connected with the ordination of the Rev. Thomas H. Newton, by the Presbytery of Philadelphia, were held in the Central Presbyterian Church, Philadelphia, on Wednesday evening, Nov. 13. A large and respectable audience assembled, and all of the exercises were of an exceedingly interesting character. Mr. Newton is a young man of talent, and has devoted himself to the preaching of Jesus to sailors; and has accepted the chaplaincy of the port of St. Thomas, under the auspices of the S. F. Society. The sermon was preached by the Rev. W. H. Green, from the text—"The abundance of the sea shall be converted unto thee." Isaiah lx. 5. After a rapid glance at the coming glory of Zion, as predicted in the context, he proceeded to show what the prophet meant to include under "the abundance of the sea." The whole of the riches, civilization, and power, the fruits of commercial intercourse—the islands and continents that were unknown at the time of the prophecy, England and America in particular—the navy and commercial marine, the wealth and the numbers whose homes are on the deep—all these were shown to be included in "the abundance of the sea," that was to be converted to Zion and her cause. And the eye of faith was pointed to that glorious day when from the sea and from the land there shall ascend incense and offerings to Him whose is the sea, for He made it, and His hands formed the dry land. The whole subject was handled in such a manner as to show how exceedingly rich and glorious are the promises of God's word.

The Rev. Dr. John McDowell presided, and proposed the usual questions, stating that nine years before Mr. Newton had been received into the commu-

nion of the church and had entered into a solemn covenant on his admission to the communion of the church, upon the very spot which he then occupied. He then made the ordaining prayer, and the hands of the Presbytery were imposed, and the right hand of fellowship given. A very solemn and interesting charge was delivered to the young herald of the cross, by the Rev. Harmon Loomis, one of the corresponding secretaries of the Seaman's Friend Society. He varied somewhat from the usual routine of such exercises, and spoke with much earnestness and power, with peculiar reference to the important field of labor which Mr. Newton had selected. A number of facts were stated, which showed the great importance of St. Thomas as a field of labor among seamen.

Men of almost every nation of the earth are brought to his very door; and he can literally cast his bread upon the waters, with the blessed assurance, that after many days he shall find it.

The Christian public has neglected the sailor too long, and it is time that the importance of the subject should be urged upon their attention. The very interesting exercises of Mr. Newton's ordination, we hope, will have the effect of calling the attention of Christians to our seamen; and we feel sure that all who were present upon that occasion will not soon forget the missionary in their prayers and contributions.—*Presbyterian*.

Morris Canal, N. J.

MISSIONARY'S REPORT.

My reception as Missionary of the American Bethel Society was more favorable than I had anticipated from the reports I had received previous to my entering on that field, or indeed from the reception I met with when I first entered on my mission. I found, especially among those of the boatmen who were advanced in age an aversion to reading, or to listen to counsel in religious matters, and not only that but they had habituated themselves to profane swearing, drinking, and gaming.

However, I am happy to state this is not the characteristic feature of all the aged boatmen. Some there are who hail the missionary's approach with joy; some there are who are anxious to have his tracts and his advice. Yes, I could mention the names of several whose locks are silvered by the hand of Time,

with whom I have spent many happy hours in sweet converse and prayer.

I speak thus, because in general those advanced in years were by far the worst to approach, and by far the worst to persuade to any purposes of amendment.

But it is to the *Boys* who are employed as drivers on the above canal that I would especially call attention. The condition of these is pitiable indeed. Nothing short of lying, drinking, swearing and gaming are the examples set before these youths. No wonder therefore they are heedless, and often treat with reproach the friendly and well-wishing advances of the missionary. No wonder they are disposed to trifle with the reading of tracts, and even with their eternal interests, when, for so-doing, they are often commended by those who are not only their seniors in age but in wickedness.

Still it gives me joy to look back upon my labors among those boys. From my first entering on my mission on the Morris Canal, I endeavored to interest them in reading. When negligent or careless, I used kind advice and gentle persuasion, which often were successful. Thus I often have restrained the giddy laugh of the stripling, and induced respectful attention and sober thought. At such times I embraced the opportunity of addressing a few remarks to them, and of applying them to their several cases as far as I had knowledge. When distributing tracts to the boys, I made it a rule to ask the subject of the one I had previously given, and I often had sufficient evidence from their answers that they not only read, but were interested in the matter they contained. I could mention a few interesting cases of very hopeful youths, were it not to lengthen this report too much. At present therefore I will only mention the case of one boy. As I was going round to visit the boatmen, to make some remarks on a Sabbath afternoon, in the month of July, I espied a boy about fourteen years of age at a distance from the other boatmen. He was alone. He seemed to be very earnestly engaged in reading a pamphlet, while his other gay and thoughtless companions were engaged in fishing. I confess curiosity as well as duty moved me to visit him and learn what was the cause of thus separating himself from his companions. I approached him unheeded. He was silently musing over the tract he held in his hand. I addressed him and he looked

up pleasantly and replied, "Is it you, how are you? I am glad to see you." I asked him what he was reading? He replied, "I was reading the tract you gave me, called, the 'Sin of Falsehood' You gave it to me when last in Newark, and previous to that I had been a great liar, not only to my parents but to all with whom I was associated. 'This tract,' (he added,) 'I have read many times, but I hate to, for it recalls to my recollection my true character—the great liar I have been. Can I be forgiven?' "Yes," I replied, "if you have sincerely repented of your sins." I explained to him the nature of repentance in as simple and perspicuous language as I could. He listened with great earnestness to my remarks, especially when I mentioned the willingness of Christ to receive penitent sinners; especially young sinners, and that his blood cleansed from all sin. "Oh!" he exclaimed at hearing this, "pray for me." We knelt down on the green sod and poured forth our heart's desire to God, who heareth the cry of the penitent and distressed, and committed ourselves to his care and keeping. The effects of the tract and our meeting upon this youth, will only be known in eternity. I am sorry I never afterwards met with him. My opinion is he left the canal, as he expressed himself, afraid that his companions would once more wile him back to his former evil practices. I will only add, there are some hopes of laboring with success on the above canal, especially among the youths. Great need there is for at least two missionaries on this field, as the number of boats has increased at least one third, (if I am rightly informed.) Success I say may be expected as I can testify myself, and as is testified by those living near the canal, and as it is exemplified in the conduct and behavior of the boatmen themselves. Cursing to a great extent is done away with. Drinking to a great extent is done away with—136 signatures to the Morris Canal Temperance pledge having been received.

The manner in which I carried on operations on the canal is as follows: On week days I visited as many boats as possible, distributed tracts, conversed with the boatmen, and when I could find them at leisure engaged with them in prayer. On Sabbaths I visited them in the morning, distributed tracts, conversed with them and informed them that I would lecture to them in the afternoon. The lecture in general was poorly attended. The boatmen are more disposed to

listen to conversational advice than to preaching. And here I would add, by a part of the boatmen the Sabbath is profaned. Such spend it either in fishing, drinking or gaming. Still the greater number are disposed to read religious books on that day, and to listen to the friendly counsel of the missionary, and often have expressed their grief and sorrow that on the sabbath they cannot be at home with their families, so that they might have the privilege of going to the house of God. I cannot close without returning thanks for the kind reception I met with from the ministers and laymen along the line. They gave me a cordial welcome to their houses, and rendered me every facility they could to enable me the more successfully to prosecute my mission. The Morris Canal, I think is a very important field for missiopy effort, and deserves the sympathy and assistance of every one who has the cause of the church at heart.

J. A. MEARNS.

Missionary for summer of 1850.

Heroic Feat.

Last week a feat of heroic daring—one that deserves more than a passing record, was performed above the Falls of Niagara. Near the village of Chippewa, and about two miles above the Cataract, a boat with a little boy in it was seen drifting at a fearful rate down the current, just above where the swift waters plunge into terrible rapids, through which no boat ever lived. Three young men—and their names are Joel Lyons, George Hoff, and Daniel Burnham,—leaped into a boat which lay at hand, and pulling gallantly out into the turbulent stream they caught the little skiff just as it was, sweeping to certain destruction, and rescued from it the small mariner, half dead with terror. The skiff disappeared in a moment, and the three heroes, with consummate judgment and coolness, pulled diagonally with the current for the shore, which they reached after a desperate struggle, having accomplished a feat unparalleled in the annals of Niagara River—no boat having ever reached and returned in safety from a point so near the rapids.—*Toronto Cor. Montreal Herald.*

In all man's duties and employments, whether few or many, she should perform them with earnestness and honesty.

For the Sailor's Magazine.

A Covert from the Tempest.

The presence of Christ can turn a dark night into a night much to be remembered. Perhaps it is time to be sleeping, but the November wind is out, and as it riots over the misty hills, and dashes the rain drift on the rattling casement, and howls like a spirit distracted in the fireless chimney, it has awakened the young sleeper in the upper room. And when his mother enters, she finds him sobbing out his infant fears, or with beating heart hiding from the noisy danger in the depths of his downy pillow. But she puts the candle on the table and sits down beside the bed; and as he hears her assuring voice, and espies the gay comfort in her smiling face, and as she puts her hand over his, the tear stands still upon the cheek, until it gets time to dry, and the smoothing down of the panic furrows on his brow, and the brightening of his eye announce that he is ready for whatever a mother has got to tell. And as she goes on to explain the mysterious sources of his terror—"That hoarse loud roaring is the brook tumbling over the stones; for the long pouring rains have filled it to the very brim. It is up on the green to night, and had the cowslips been in blossom they would all have been drowned. Yes—and that thump on the window. It is the old cedar at the corner of the house, and as the wind tosses its stiff branches they bounce and scratch on the panes of glass, and if they were not very small they would be broken in pieces." And then she goes on to tell how this very night there are people out in the pelting blast, whilst her little boy lies warm in his crib inside of his curtains; and how ships may be upset on the deep sea, or dashed to pieces on rocks so steep that the drowning sailors cannot climb them. And then, perhaps, she ends it all by breathing a mother's prayer or he drops asleep beneath the cradle hymn.

And why describe all this? be-

cause there is so much practical divinity in it. In the history of a child, a night like this is an important night, for it has done these things. It has explained some things which, unexplained would have been a source of constant alarm—perhaps the germ of superstition or insanity. It has taught some precious lessons—sympathy for sufferers, gratitude for mercies, and perhaps some pleasant thought of Him who is the hiding place from the storm and the covert from the tempest. And then it has deepened in that tender bosom the foundations of filial piety, and helped to give that parent such hold and purchase on a filial heart, as few wise mothers have ever failed to win, and no manly son has ever blushed to own.

HAMILTON.

For the Sailor's Magazine.

Stop and Mend the Buckle.

You have read in our own history of that hero, who, when an overwhelming force was in full pursuit, and all his followers were urging him to more rapid flight, coolly dismounted in order to repair a flaw in his horse's harness. Whilst busied with the broken buckle, the distant cloud swept down in nearer thunders, but just as the prancing hoofs and eager spears were ready to dash down on him, the flaw was mended, the clasp was fastened, the steed was mounted, and like a swooping falcon he had vanished from their view. The broken buckle would have left him on the field a dismounted and inglorious prisoner. The timely delay sent him in safety back to his huzzaing comrades. There is in daily life the same luckless precipitancy, and the same profitable delay. The man who, from his prayerless waking, bounces off into the business of the day, however good his talents or great his diligence, is only galloping on a steed harnessed with a broken buckle, and must not marvel if, in his hottest haste, or most hazard-

ous leap, he be left inglorious in the dust; and though it may occasion some little delay before-hand, his neighbor is wise who sets all in order before the march begins.

HAMILTON.

For the Sailor's Magazine.

The Bible in the Forecastle.

A Sailor who had been an inmate of the Sailor's Home in New York, thus writes the Superintendent :—

"It was while lying in a small dirty fore-castle sick, and no one to render me any assistance, and unable to help myself, unless it was to crawl on deck for a drink of water, that I began to think of my situation. I looked over my past life, and saw nothing but depravity and sin; I then thought of a friend that I had long neglected. It was the Bible. I obtained it and commenced reading it the first night I got it, but could find nothing to satisfy me. Every spare moment I could obtain I passed with my friend, I found that the power which had ruled me so long must be overcome. I have repeatedly promised myself that I would drink no more, and to others I have made the same promise; but this time my promise was to God, and I dare not break it.

You will be surprised and disbelieve it;—perhaps you will say, what caused this sudden change that prayer and persuasion could not effect? I can tell you, it was my friend the Bible. When it is my watch below, I am alone, and none to disturb me, I spend the most of my time in reading the Bible. The more I read, the more interesting I find it; I also find the better I understand it, the power of my former master is weaker. When he calls for obedience. I apply to my friend for assistance, and never in vain.

Our friendship increases every day, and I have every reason to think it will be lasting. It has appeared strange to me that in read-

ing the Bible before, I never understood it as I do now; and I thank God that he has spared me to see the awful situation I was in, and not cut me off in my sins.

Most respectfully yours,
J. C."

For the Sailor's Magazine.

A Word from a Seamen's Chaplain.

I have no time to write more than a note before the sailing of the steamer and have not as yet found my bearings. Do not weary of urging in your Magazine the importance of praying for the sailor. Although seemingly insensible amid storms and wrecks, and abandoned to wickedness in port, he is within reach of the influence of prayer, and may be melted under it, at the feet of Jesus. The people of God should lift up their voices unceasingly for the multitudes on the ocean, who are tossed by the billows of temptation and in peril of the shipwreck of the soul.

Implore the Lord's blessing on your Chaplain, that his hands may be strong to work, and his heart abounding in Christian love. Yours fraternally,

H. M. P.

Damages for enticing a Minor to go a-Whaling.

In the Middlesex Court of Common Pleas, sitting at Lowell, Butterfield brings an action against Ashley and others, to recover damages for enticing away the plaintiff's minor son, and shipping him at New Bedford on a whaling voyage. The plaintiff lived in Claremont, N. H. His son ran away and shipped with defendants on board the whale ship *Saratoga*; deserted, as appeared by a deposition put in by Ashley, at the Sandwich Islands, and has not since been heard from by his father. The jury found for the plaintiff, and assessed the damages at \$308 50. Butler and Webster for plaintiff, Abbott and Brown for defendants.—*Boston Herald*.

Providence has given to no man ability to do much, that every man might have something to do.

In order to the right conduct of our lives, we must remember that we are not born to please ourselves.

Sailor's Magazine.

The next Number will commence a new year; and although not the commencement of a volume, it will be a fit opportunity for our friends to forward a new list of subscribers.

N. B. Agents having on hand any Nos. of Sept. and Oct. last, will confer a favor by returning them.

Our Swedish Sailor Missionary, Nelson.

We have received a very interesting Report from this Missionary, too late for this No. of the Magazine. At its date it appeared probable the King of Sweden would confirm the decision of the Court, and banish him from the country, for no other crime, than that of worshipping God—without molesting others—in his own way.

His banishment will be likely to hasten the proclamation of religious freedom there.

Account of Money.

From November 15th, to December 15th, 1850.

Directors for Life by the Payment of Fifty Dollars.

Rev. Abraham R. Van Nest, by Reformed Dutch Church, 21st Street, N.Y. 50 00

Members for Life by the Payment of Twenty Dollars.

Rev. John De Witt, by Reformed Dutch Church, Millstone, N. J. . . . 28 50

Benjamin Merrill, by Benev. Association, Clinton, Ct. . . . 25 00

Mrs. Sarah Guernsey, by Ladies' Sewing Circle, Derby, Ct. (balance) . . . 10 00

Edw. Spaulding, M. D., by First Cong'l Society, Nashua, N. H. . . . 32 00

Ezra Hoyt, by Cong'l Soc'y, Norw'lk, Ct. 20 00

Chas. E. Disbrow, " " . 20 00
John L. Smith " " . 20 00
George Raymond " " . 20 48

James Yeung, by Ref'd Dutch Church, Manhattan, N. Y. \$16 79, half for Mariner's Church, N. Y. . . . 8 39

Rev. John E. Emerson, by Ladies' Bethel Soc'y, Newbury Port, Mass. (amount acknowledged below)

Mrs. Elizabeth H. Patten, do. do.

Mrs. Amelia A. Austin, by Ladies' Sea. Fr'd Soc'y, South Woodstock, Mass. . 20 00

Elen Amelia Hurd, Medway Village, Mass. by her parents . . . 20 00

Edw. Payson Hurd, do. . . . 20 00

Wm. Robinson Hurd, do. . . . 20 00

Henry E. Sawyer, Fitchbury, Mass. . 20 00

Rev. A. B. Foster, by Students in Thetford Academy, Mass. . . . 20 00

Donations.

From Centre Church, Hartford, Ct. balance 35 00

Jas. Butcher, Patterson, N. J. . . . 1 00

Prof. J. Henry, Washington City, D. C. 1 00

Rev. C. Van Cleef, New Hackensack, NY. 2 00

First Pres. Ch., Sing Sing, N. Y. . . 14 00

Sunday School, do. . . . 1 27

Baptist Church, do. . . . 4 10

Market Street Refor. Dutch Ch., N. Y., \$130 61; half for Mar. Ch., N. Y. . 65 30

Sabbath School, W. Hartford, Ct. . . 19 00

A Female Friend, Hartford, Ct. . . . 1 00

John Lloyd, a Sailor 1 00

John North, New Haven 25 00

Edw. De Burgoin, Carthage, Ill. . . . 15 00

Cong'l Soc'y, Yarmouth, Me. . . . 23 00

James J. Richards 1 50

Cong'l Soc'y, Malone, N. Y. . . . 20 00

Cong'l Soc'y, Wilton, Ct. . . . 21 59

A Friend in N. J. . . . 2 00

Cong'l Soc'y, Torrington, Ct. . . . 9 00

Ladies' Bethel Soc'y, Newbury Port, Mass., \$20, for Bethel Flag for Panama 40 00

Miss C. D. F., Cornish, Plymouth, Mass. 1 00

B. L. Kip, N. Y. . . . 20 00

Fem. Benev. Soc'y, Jewett, N. Y. . . 11 00

Rev. Mr. Burroughs, Ben Salem, Pa. . 3 00

North Weymouth, Mass. . . . 20 00

Wrentham 8 00

Cong'l Soc'y, South Reading . . . 23 00

Balance from Midway Village, Mass. . 14 27

Female Seam. Fr'd Soc'y, Marblehead, Mass. (balance) . . . 15 00

Lawriston Ward, Washington City . . 5 00

\$773 49

Sailor's Home.

Ladies' Seam. Friend Soc'y, Groveland, Mass., 2 Quilts, 8 Sheets, 40 Pillow Cases, 9 pair Hose, value \$16 55.

Miss Julia Havens and Sisters, Wrentham, Mass., 39 valuable Books.